

FEBRUARY 12, 1914

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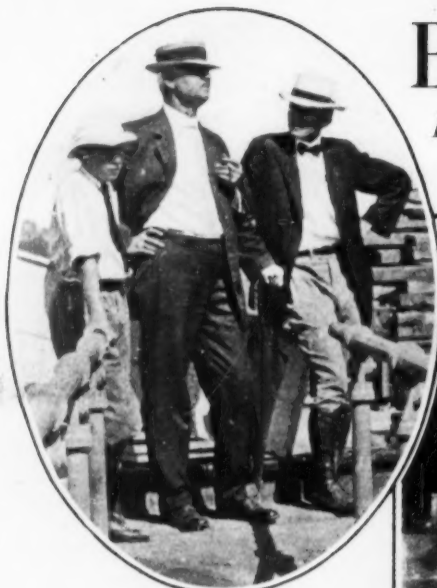
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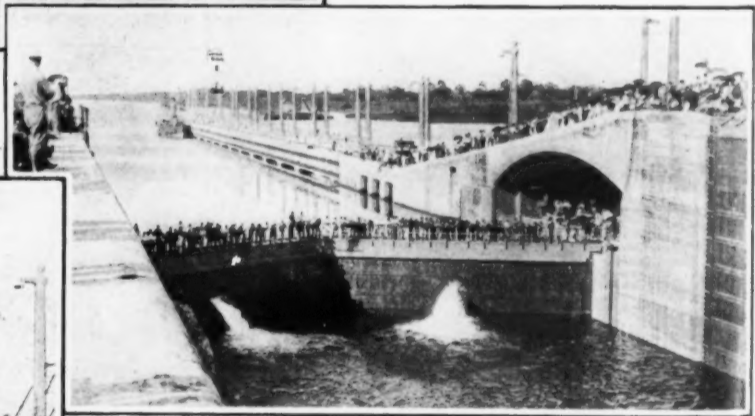
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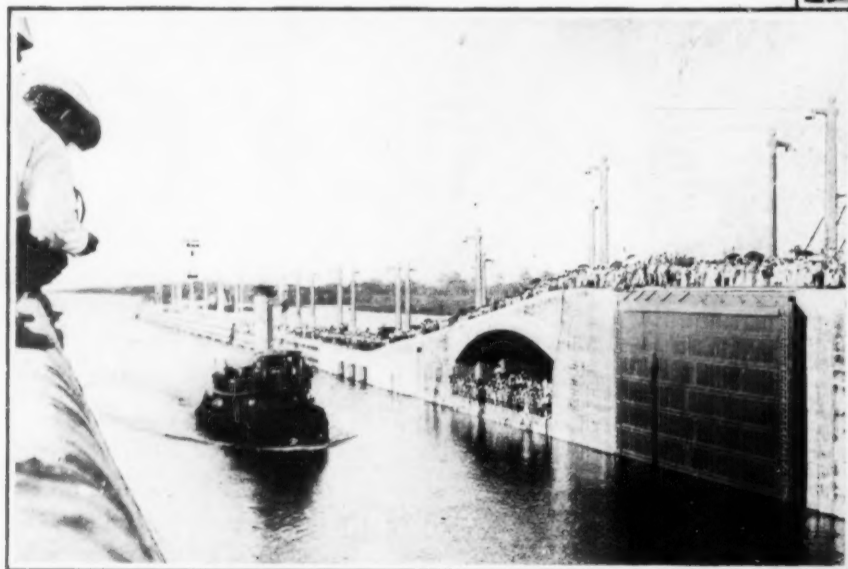
**LIEUT. GEORGE R. GOETHALS**

A son of the famous Canal builder and a most promising young officer. He has done remarkable work in the Canal Zone and by his efficiency has won the high regard of his associates. With Lieut. Acher he has been engaged largely on the fortification of the Zone.



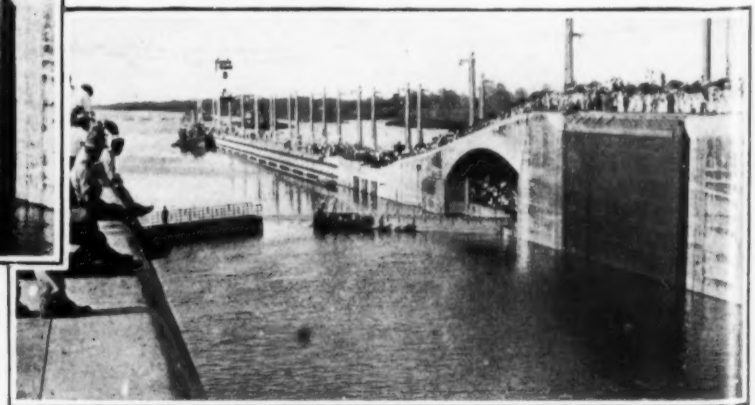
**A TUG APPROACHING**

Initial step in dropping a vessel to a lower level. Water being admitted to the first approach lock.



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# Leslie's

**Illustrated Weekly Newspaper**

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES  
ESTABLISHED DECEMBER 15, 1855

Edited by JOHN A. SLEICHER

"In God We Trust"

CXVIII

Thursday, February 12, 1914

No. 3049

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Painless!

Dr. Wilson: "I think you had better come back and let me pull them all out, Mr. Big Business, then you can't bite anybody."

Drawn for Leslie's by E. W. KEMBLE.

# Leslie's Illustrated Weekly Newspaper

New York, February 12, 1914

## EDITORIAL

*Let the Thinking People Rule!*

### Selfishness

**S**ELFISHNESS is the most common and contemptible characteristic of the human race. Man's inhumanity to man makes countless thousands mourn. Nobody seems to care what happens as long as it doesn't happen to him. "Give me my drink at the well and let me throw the cup away. The next thirsty wayfarer can find the cup or go thirsty. Am I my neighbor's keeper?"

This is the spirit of the clamorous crowd, but we insist that it does not represent public opinion. The majority of the people in this country are still decent, orderly, fair-minded and square dealing, with faith in their fellow man and in their God.

But the clamorous crowd is making the noise. Its voice is heard in the flashy newspaper, the muck-raking magazine and in the shouts of the demagogue in our halls of legislation.

Lofty ideals, pleas for a higher standard of virtue, protests against extravagance, inefficiency and demoralization in the public service are set aside. The current appeal is to the selfishness of every man and woman.

It is the age of the "pork barrel." It is the business of the public servant not to be the servant of the country, but only of his constituents. Let patriotism "go hang," while the Congressman intrigues for an appropriation for a public building, a creek or harbor in his district.

This is all very human, perhaps very natural, and it may satisfy the constituents of the respective and respectable members of Congress, but where does it leave the people, and what becomes of the country's prosperity?

It may please the crowds to bust the trusts, smash the railroads, undermine the express companies, impose hardships upon the manufacturer, restrict the banker and tax the individual and the corporation with a heavier burden, but after all the fact remains that the interest of one is the interest of all.

When the railroad stops its dividends, it stops its buying; when the factory's profit vanishes, the pay envelope goes with it; when we take the tariff from the farmer's corn, potatoes and cabbage and prices drop, the people think they benefit, but let us see: the farmer has less with which to make his purchases at the store, the storekeeper less with which to buy the goods from the factory and the workman in the factory less work or lower wages.

"It is human to think that the lack of success is not in ourselves, but in others, not in the want of common sense, industry, sobriety and skill, but in the greed and mercilessness of those who care only for the value of the service rendered." This is what Prof. J. Laurence Laughlin says, especially of the man "who is down and out."

But this world is not made for the submerged one-tenth more than it is for the highly favored upper one-tenth. The great, moving, working, ambitious progressing element of the population will be found in the countless numbers included between the uppermost and the lowest tenth, the eight-tenths, the 80,000,000, who are the bone, sinew and brain that animate the mass.

Of these we ask the question, "Are things better now than they were before the politicians began their raid on business, and the demagogues their outcry against big business and large wealth? Are prospects brighter for either capital or labor since the warfare was opened? And a still more pertinent question, "Does any workingman know the name of a demagogue who ever filled a pay envelope?"

### Let the People Decide

**W**HEN the Standard Oil Company was so bitterly assailed because it was big and prosperous, the crowd looked on and applauded. Thoughtful observers sounded the warning that if one great corporation was to be torn asunder because of its magnitude and success, others would be also; that size was comparative and that those who were assailing the largest industries would in due time assail the smallest. And so it has come about until at last all are suffering from

### An Ex-Congressman's Confession

**F**ROM personal experience I know that the sin of members of Congress is not at all *venality*. Of the thousand or more men that I served with during my fourteen years in Congress I can count on my fingers all that I believe to have been venal. The sin of the average Congressman is *cowardice*. He has not enough faith in the intelligence and integrity of the average man. He naturally desires re-election as a vindication of his service, and he is tempted to listen to the group of men, a comparatively small percentage of our body politic, who think little and talk loud. He is tempted to regard their talk as the voice of the people. And he knows how much easier is destruction than construction. He knows that the man who starts out to attack successful men has the advantage over the one who defends and justifies success. He knows that this advantage rests not in the fact that people are bad but in the very human disposition to appreciate not what we have but what we lack. We are prone to forget ninety-nine blessings that we have and mourn over the one that we lack. He knows that the Tenth Commandment was not written for fun but because of a deep human need. What the right-minded public man needs and deserves is the open and avowed support of business men in his efforts at real construction. Often the best work that a Congressman can do is to prevent foolish legislation. This is not spectacular. It is not of the kind to inflame the imagination and arouse enthusiasm. The Congressman who does it runs the risk of being regarded as an old fogey and reactionary, when as a matter of fact he may be fourteen times as progressive as the men who assume the title. He knows that the great curse of this country today is over-legislation. He knows that human progress rests fundamentally on *stability of law*. He knows that if the United States could be assured that not a legislature in America would assemble again in four years they would be the greatest four years this country has ever seen. Such men need and deserve the active and intelligent support of business men.

legislation or threats of new laws, new restrictions and new taxes.

The last batch of anti-trust laws proposed at Washington is the worst. The Trade Commission Bill would subject all persons engaged in business to an inquisition of their private affairs, harassing, expensive and unnecessary. The proposal to forbid interlocking directorates and interlocking ownerships would deprive some of our great corporations of their only protection against the laws of other countries in which they have working branches. We doubt the constitutionality of any law that would interfere with the right of ownership of properties.

There is one way to stop all restraint of trade and that is by stopping all business. Let us not be foolish. Let not this wave of madness overwhelm us all before we realize its perils. No one outside of Washington is urging the passage of the new anti-trust measures. Business men, working men and farmers ask to be let alone. They protest against putting further obstacles in the path of reviving confidence.

The utter incapacity of our lawmakers is shown by their failure to solve the problems which need solution. Most of the previous attempts have been mere endeavors to break up big business, but the latest legislation proposed is so vicious and threatening that it may plunge our industrial system into chaos.

The business men of the country should make their voices heard in thunder tones at Washington, as the bankers did when they were threatened with a crude, destructive banking law. Once aroused to the danger, they flocked Congress with protests, challenged open debate and marched on to Washington from every state to demand a hearing. Under this compulsion the banking bill was stripped of its most destructive features and made to serve, as we believe, its useful purpose.

Capital has been denounced, cartooned, assailed, and heaped with contumely and reproach until it is being driven out of business. It can move. It can find other fields of usefulness. It need only cross our northern border to receive a cordial welcome, and it is significant that, within a recent

period, American manufacturers have expended hundreds of millions of dollars in building factories in Canada. The significance of this to the American workingman need not be dwelt upon. His interest in returning prosperity is the greatest of all.

Tariff revision and currency reform have been secured. The promise of the Democratic administration has been kept. Our great business interests are adjusting themselves to the new economic and fiscal laws. Why not give them the opportunity undisturbed by further drastic legislation? Why unsettle business in the face of returning confidence?

The proposed anti-trust bills will suffer nothing by waiting until the people have spoken at the fall elections. Let us have a referendum. Let us ascertain what the people want. Make the anti-trust bills the issue at the Congressional elections. Let the people decide.

### The Plain Truth

**C**LEAN! A reader in LESLIE's who believes in missionary work as well as in clean journalism has gratified us very much by a letter complimenting LESLIE's on its "clean journalism." He advises us that he is sending annual subscriptions to young men connected with half a dozen educational institutions who are soon to become voters and not likely themselves to subscribe. Our friend and advocate has written to the presidents of several universities to forward him a list of ten of the best students to whom LESLIE's can be sent for a year. Let the good work go on!

**C**ALIFORNIA! The people of California are opposed to trust busting when it touches their interests. The San Francisco Chamber of Commerce and the Home Industry League, of California, with a membership, including auxiliaries, of over 10,000, have protested to President Wilson against the separation of the Southern Pacific and the Central Pacific Railroads as directed by Attorney-General McReynolds. The protest recites that it will injure the interests of California to break up a system of railroads which can serve the welfare of the state much better if not divided into separate ownerships. This protest is justified. There is great danger, as Julius Kruttschnitt, Chairman of the Executive Committee of the Southern Pacific Railroad, has pointed out, that a construction of the law which would cover the Southern Pacific case as Mr. McReynolds directs would result in the compulsory disintegration of many railway systems never previously regarded as violators of the statute. It is an encouraging sign that the people not only in California, but elsewhere, are beginning to protest against the policy of resentful trust busting and railway smashing which has been going on so long that it threatens to culminate in another soup-house period.

**B**OLD! The downfall of Bill Tweed, the rich and arrogant Tammany Hall Boss of other days, came with the disclosures his bank account afforded of his grafting operations. It was a bold stroke for District Attorney Whitman of New York to get control of the bank accounts of some of the officials at whose doors serious accusations have been laid. Testimony tends to show that contractors for public works have had to pay sums ranging from \$5,000 to \$150,000 either for "advice" or for "protection," whatever these significant words may be taken to mean. Evidence shows that 5 per cent. was the customary grafting charge levied on big contracts for public works such as good roads, canals and the Catskill Aqueduct, these three items aggregating a total of nearly \$300,000,000. This would mean a rake-off by the political grafters of the enormous amount of \$15,000,000 on only three lines of work. Perhaps this explains the vigor with which these great contract jobs were put through our legislative bodies by those who knew what was in them for the grafters. With unsparing hand, District Attorney Whitman is laying bare the vicious system which has bled not only the taxpayers of New York City, but those of every other great municipality of the country. He is showing what a fearless, earnest, conscientious public official can do without making any pretense as a reformer, uplifter or "smasher" of things. We wish him success in his vigorous fight, no matter which political party he may help or hurt. The people of New York state, appalled by his revelations, are turning their eyes in the direction of New York City for a candidate for Governor next Fall. District Attorney Whitman looks like the man of the hour. What a whirlwind campaign he would make!

# Intent of the New Banking Law

By JOHN W. WEEKS

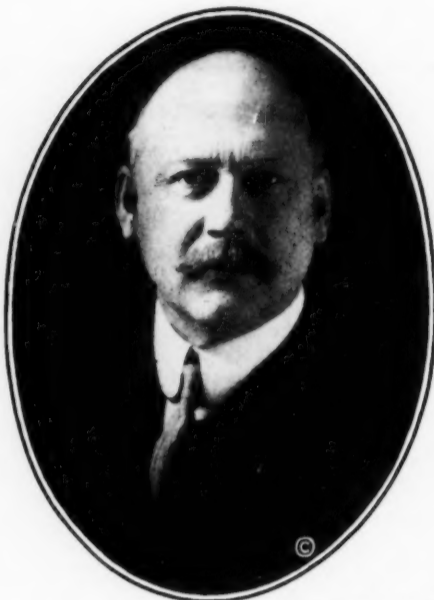
United States Senator from Massachusetts

EDITOR'S NOTE—Widespread interest is manifested in the new currency law. Questions affecting economics and finance are not usually interesting to the general reader, yet they are of far-reaching importance. To enable our readers to fully comprehend the significance of the new currency bill, we have invited Senator Weeks of Massachusetts, who was the only Eastern Republican member of the Senate that voted for the final passage of the bill, to briefly indicate the significance of the new measure. He has done so most effectively, and we feel that our readers will be particularly interested in his lucid presentation of the facts. This is the fifth in a series of articles of special interest to business men and women which LESLIE'S is publishing from week to week. The Sixth, "Justice for Injured Workmen," by Henry B. Joy, will appear next week.

A LARGE employer of labor was asked in January, 1908, the very common question, "How is business?" He replied, "There is so little business that I have found it necessary to lay off nearly one half of my employees." I instance this to show that faulty banking and currency laws affect not only bankers but indirectly every industry and every citizen, whatever may be his profession or business, and that the laboring man is the person who is most seriously affected because the employer may be able to close down his plant and stop expenses, living on his reserves; while when labor loses its employment, even in the case of a people who have saved as much as ours, there is almost immediately serious distress which increases each day.

The quotation which I have made resulted from the panic of October and November, 1907. Business was given a tremendous shock, but following the usual course in such cases clearing-house certificates were issued by the banks which relieved the local banking situation everywhere. That policy, however, resulted, as it always had done, in breaking down domestic exchange which, in turn, was one of the larger elements in producing business stagnation.

The legislation which Congress has just passed will, in my judgment, prevent any probability of a necessity of issuing clearing-house certificates in the future. It will produce a currency sufficiently elastic to respond to all business requirements so that we will be in the same condition as European countries where they do not have currency panics. It will make it possible for every man entitled to credit to obtain accommodation up to that limitation so that every business man may, if business conditions warrant it, extend his operations up to the safety limit to which his credit entitles him. It will make more stable all business operations because the manufacturer



HON. JOHN W. WEEKS

The only Republican Senator from the East who voted for the Currency Bill on final passage.

and the merchant, both domestic and foreign, must figure his probable interest cost among the items which go to make up the possible profit he may be able to make in any transaction.

Heretofore we have had the most violent fluctuating interest rate in the world so that it has been impossible for business men to definitely figure what the result of any particular transaction might be. This and the fact that our interest rates have normally been higher than those in European countries for the same class of credit has militated against our foreign business and, indeed, it has influenced the volume of our domestic business. European business men who invariably have had a materially lower rate of interest than that prevailing in the United States have not only profited by it but have done so without affecting the profits made by those engaged in banking

operations; for all other things being equal, joint stock banks abroad have been quite as profitable as similar banks in this country.

We have no American banking capital south of the Isthmus of Panama or in the Orient while every one of our European rivals in foreign trade not only has direct lines of steamers to the larger South American ports but ample banking facilities there to care for the trade with the home country. We have insufficient direct lines of communication with South America which, with the lack of banking facilities, has materially affected the volume of our business with those countries. The recent currency act provides for branch banks in foreign countries so that in time we may expect to see that trade handicap removed.

We have had in the past unwise methods of handling the reserves of banks and they have not always been wisely used. Under the law which has prevailed banks have kept their reserves either in their own vaults or with reserve banks, a very large proportion of them in the central reserve cities of New York, Chicago and St. Louis, because reserve banks paid two per cent. interest on such deposits and as a result, in order to make them as liquid as possible, they were invested in demand loans secured by collateral, having a tendency to inflate speculative business. Whenever these reserves were needed at home, it produced unsettlement in the stock market which frequently extended to other classes of business. It is easy to see that reserves should be kept as nearly as possible in one reservoir and that reservoir should be so regulated that a change in their use or location would not affect business in the locality where they had been deposited.

The banking plan which has been adopted provides that these reserves shall be kept in regional banks; that, under certain conditions, they may be moved from one to another and in that way answer the purpose of keeping them in one large bank or reservoir. In that way they may be made available to provide additional credit to sections of the country where abnormal business conditions prevail.

It can not honestly be said that all of the methods proposed in the bill which has just become a law are likely to produce satisfactory results, but in many respects it adopted the experience of others and, being governed by our own experience, changes have been made, which, in my judgment, will be beneficial to all classes of citizens. It will take time to make the necessary changes and additions to our present system, so that immediate results should not be expected; but gradually we will get the benefit of this up-to-date banking and currency system.

## Buying Trouble from a Friend

By HOMER CROY

A MAN whom I had known a long time and whom I considered a friend, persuaded me into getting a second-hand motorcycle. We are now estranged.

This false friend let it out that I wanted a second-hand motorcycle, and by noon of the next day the yard was full of people whose machines were just as good as new. Some of them explained that their machines were better than new for they had been tested. They would confidentially pull me aside and earnestly advise me against buying a new machine that had never been tested out; they gave me to understand that if I bought a new motorcycle I must do so at my own risk.

One person who was especially ardent in warning me against straight-from-the-factory, had a second-hand one that he would part with because he knew a fellow that knew another fellow who knew me and so he felt a deep interest in me. It almost broke his heart to think of parting with such a splendid machine as his. To hear him telling about his machine you felt that it could do everything but talk and that it had never been known to break down.

Tenderly I pressed the money into his hand and turned the conversation to something more cheerful.

Thus I came into possession of a machine of the vintage of 1907.

When I came to wheel it I was much surprised at its weight. When I tried to lift it, I found that I needed overhead shafting.

One morning with the spirit of youth on my brow, I hung myself on the machine and went for a ride. I came back in the evening years older and volumes wiser, with a gob of mud where the spirit of youth had once rested so lightly. I would have been back sooner but it began to rain. As the first drops flattened on the road the machine shivered convulsively and flatly refused to move. I spoke to it kindly, but it only looked at me blankly, stubbornly stationary. So I got off in the mud and began pushing it back to town. Mud rolled up on the wheels until they looked like coils of telephone cable, while all I could do was to walk at its side wheeling it toward town, encouraging it with words of comfort and cheer. It is mighty hard to get any return enthusiasm out of a second-hand motorcycle on

a rainy day. They are particularly uncommunicative when the weather is wet. After a few yards, I felt as though I was pushing a steam roller with the brakes on. Never before had I noticed so strikingly the strong family resemblance between a steam roller and a motorcycle on a rainy afternoon, twelve miles from town.

Along came a man with an auto and I touched his heart with a plea to let me hook on behind. He put me in tow with a rope and proceeded to head for the state line as fast as gasoline would take him. His auto began to pick up mud and throw it back at me. I caught nearly all of it. Only now and then would I let a chunk get by me. I would stop some of it with my torso and some of it with my eyebrows. Some of the time I couldn't tell whether the auto was still ahead of me or whether it was a splash of mud on my eyelash. As we flew along, I picked up more and more of the roadside. I got into town and back home without anybody knowing it. Several neighbors saw a man wheel a load of mud into our yard, but none of them recognized the man who left the load behind the grape arbor and sneaked down the cellar steps as being the author of these lines.

I soon found that a second-hand motorcycle is a machine for taking a person out into the country far from human habitation and breaking down. A motorcycle has a large, well-developed intelligence. One of my variety has never been known to break down inside the city limits. It waits patiently until it is in the silent reaches of a deserted road when it turns up its toes and expires with an audible gasp. There is nothing more pitiful and touching than watching a weary motorcycle struggling along to find a silent and deserted reach to break down in. Oftentimes it will reel along, mile after mile, until at last it arrives at just the right kind of reach when it will lie down and close its eyes in sweet content.

When this would happen, I would get behind the invalid and push it into the next village. The repair man would come out, look the machine over and shake his head sadly. Tears would come into his eyes as he studied the machine's symptoms, and try as hard as he would to keep the worst back, I could see the tremble on his lip. Although there

was not much hope he would do all he could; a major operation might save it, but he would not guarantee it. Then he would tell me to go out and walk around for a while as he would not want me to see the machine suffer, and to be as cheerful as I could, for cheer often tides over a critical case.

I would walk around in my sorrow for half an hour and when I came back the repair man would come out, his face wreathed in smiles. My precious machine had been saved and he was able to put it back tenderly, safely into my arms. Nine hundred and ninety-nine other operations might have proved fatal, but this one was a success. The joy on my face was all the reward he needed—all except \$5.00.

With my brand snatched from the burning, I would sail away. In six miles the machine would be broken again, and I would have to wheel the machine into the next village. Strangely enough the repair man would seem to know that I was coming. Silently, as all great surgeons work, he would go about feeling of the machine, his tense lips pressed into a straight line, asking few questions. Softly and with a catch in his voice he would tell me that a desperate operation would have to be performed and for me to go out and walk around awhile as so not to see the machine suffer, and to be as cheerful as I could for cheer often tides over a critical case.

Again I would go out to be alone with my sorrow and when I would come back the man would have the machine at the door and his smile ready. Thank goodness the operation had been successful and the charge would be just enough to pay for the raw material—\$5.00. Then I began to see that I was merely being passed down the road on an endless chain of five-dollar operations, so I told another fellow how perfect my machine was and after shedding a few stage tears sold it to him. Then I bought a new machine and now I laugh heartily when the major operation men come out to meet me with through-vestibled smiles. I turn on the power and leave them coughing in the dust.

When I see a man wheeling a rubber-tired steam-roller along a country road I smile to myself, for I know what some false friend has sold him.

# Can Our Roads Equal Those of France?

By FRANCIS MILTOUN



Stone sign "boards" and "mile" posts mark the French roads and are in keeping with the permanency of the highway.



The roots of the trees that line the French roadways serve to prevent washouts along the sides.



The roads are as good in the sparsely-inhabited sections as in the vicinity of the cities.



The approach to towns and villages is marked by well-kept stone and concrete walls and curbs.

THE writer has, in a dozen years, through all sorts and conditions of weather, covered most of the main roads of France by automobile, and with wheels of a fairly large dimension, shod with steel-riveted, leather-covered tires, has done his part to destroy the old water-bound macadam surfaces, or the French substitute therefor. It is from these first-hand experiences that these notes are compiled.

There is no dodging the issue, which is as apparent in France as elsewhere, in spite of the fact that it has a total automobile registration of something less in numbers than that of New York State, that the automobile, in conjunction with iron-shod hoofs and wheels of horse-drawn traffic, is doing its part to bring road surfaces to the ignoble state in which they are often found. In France one is taxed for this, and heavily; something like fifty dollars a year for a 24 H. P. automobile; so as a contributor to the prime cost thereof, the French automobilist can eat up the road when he likes and as much as he likes and offend no law. Not all of the fifteen millions of French taxes from bicycles and automobiles gets put back on the road—not even that which is left over after the cost of collecting has been taken out. The net sum, in fact, goes into the general coffers of the National Treasury, and the automobilist, with some justness, complains loudly against taxation without representation. It shows what a whole-hearted, progressive person the automobilist is and he will get justice some day, no doubt.

Meanwhile, the French road building budget itself approximates thirty-odd millions of francs, something between six and seven millions of dollars, and the showing that is made therewith is astonishing to Americans who remember certain bottomless pits where money has been dumped in the expectation of finding a formula for good roads, haphazard-like.

The French government, paternal in all things, says to the taxpayer: "The roadway is yours to use as you like so long as you do not encumber the road—for which there is a penalty; drive to the common danger—there also a penalty; or actually butt into government or private property or bowl over a human being—when there is a still more painful penalty." En passant: If you have killed off the support of a growing family you will probably be condemned to pensioning the widow for life and caring for the children until they become of age.

It is the taxpayer's privilege to use as he will nearly four hundred thousand miles of government-built and controlled highways, and the warp and woof of minor roads, the chemins vicinaux, for the most part as good as the great routes nationales, radiating from the hub of Paris to the seaports and frontiers of Germany, Switzerland, Italy and Spain.

The Motorist's Paradise, by grace of its early beginnings in road building, is France, with a mile of first-class road for every hundred of the population and a relatively small number of cars. Under such conditions, you may say, roads are bound to hold up to their work. But admit at least that they have to be well built to begin with. It is worthy of note that there is no great automobile registration in France, as it is known in America; out of seventy-odd thousand nearly a third are subsidiary to the Paris area and perhaps it is partly for this that the country highways of France are such good roads to-day. That much the writer will admit. But there is something more. It has been the carrying of a project toward the ideal of its realization that has endowed the French with one of the greatest blessings of modern life, not for the automobilist alone, but for the road user in general. I, as an automobilist, approve, but so does the farmer who draws three tons



Good-road making in the mountainous sections presents no serious difficulties to the French engineers.



The easy grade of all roads in the open country enables the French farmer to haul three tons with a single horse.

with a single horse! as the French formula for the grades of open country roads provides. With such a formula it may be assumed the grades are gentle, and that there is a minimum of dust in dry weather and a minimum of mud in wet weather, and that there is a constant supervision.

It is her good roads, and some other things besides, that bring American tourists each year to France in such numbers that they leave behind thirty million francs after hav-

ing paid their way. As a business asset, then, the good roads of France are an ever-productive gold mine. For proof one only has to recall that but two thousand foreign automobiles enter Switzerland in a year, chiefly because of the autophobe proclivities of a cantonal system of government which will not fall in line with the Federal government. Those that do go only make use of Switzerland as a bridge going from Germany or France to Italy by the Saint Gothard or the Simplon. State's Rights did it! What Switzerland has lost by being autophobe, Italy by being too negligent and Germany by a too frequent use of the word *verboten*, France has gained by the policy of the open door to her good roads with few restrictions for the stranger and good cheer at many an old posting inn which, since the advent of the railway, was only awaiting the coming of the automobile to play again its important rôle in the romance of the road.

In America we are beginning where the French left off, which is not saying that there are no good roads in America but simply that there is no continuity of them as yet, whilst in France, the writer, in a dozen years of almost constant road travel, has yet to find any continuity of bad road. The good roads of France, and their upkeep—which is the crux of the whole situation—go far to satisfy the desires of the hurried business man's little tour of France when he complains of the lack of decent cocktails, bath rooms on all hands or burglar-proof locks on his bedroom door.

To arrive at the solution which has presented itself one must review the financial state of affairs as it is and has been; the road building budget has not increased fifty per cent. in a century! The cost of building a route nationale varies from 15,000 to 30,000 francs a kilometre (\$4800 to \$9600 a mile);

a route départementale from 10,000 to 30,000 francs (\$3200 to \$9600 a mile), and down as low as 3000 francs a kilometre (\$960 a mile) for a chemin d'intérêt commun, a mere local road. This averages about 20,000 francs a kilometre (\$6400 a mile). It is claimed that a series of special automobile roads can be built, at the rate of 1000 kilometres a year, with the taxes now imposed on rubber-tired traffic. Another proposition has been to re-make the routes nationales on an improved formula, the work to begin at once, paying therefor by a 50-year funded debt to be liquidated by the same process of taxation. This latter procedure would seem to have been anticipated by the State of Maine only this last summer, so after all we can not put down the United States, at least not some of the individual States, as backward.

The conclusions arrived at in France were based upon a very practical series of computations and estimates as a result of an extended tabulation of actual traffic movement.

By actual count and experiments by the Bureau of Bridges and Roads it was found that it took at least 40 mechanically propelled vehicles passing over a given stretch of roadway in a day before any abnormal wear was to be remarked after a month's use. If these figures seem small, recall that it is only in suburban centres where anything like this movement of automobile traffic is to be remarked in France; the writer has journeyed many times from Marseilles to Paris, 500 miles, and not passed three machines on the way, outside the towns. From this French experiment it would seem that road degradation by automobile was confined entirely to certain through routes of travel and suburban roads. This cuts the area down to a small compass,—that immediately surrounding Paris, say for a fifty-mile radius; that around other large centres like Lyons, Marseilles and Bordeaux; and to a smaller extent in the neighborhood of the large towns,

(Continued on page 162)

# A Helping Hand to Business

By OSWALD F. SCHUETTE,

LESLIE'S WEEKLY BUREAU, Wyatt Building, Washington, D. C.

**P**RESIDENT WILSON'S "trust" message has focused new attention upon the Department of Commerce. For the proposed Interstate Trade Commission is to absorb the Bureau of Corporations of this department.

Outside of the prosecutions of the Department of Justice, this bureau represents the chief link between the government and the commerce of the nation. Yet this bureau is but a small detail of the department presided over by William C. Redfield, Secretary of Commerce.

The department is not yet 11 years old. When it was organized in 1903 with George B. Cortelyou as its secretary, it was the Department of Commerce and Labor. The latter half of its activities was created into a new department less than a year ago.

In this department are the Bureau of Corporations with its vital importance to what might be styled the "big business" of the country and the Bureau of Foreign and Domestic Commerce whose duty it is to foster business interests both at home and overseas.

But this is only the beginning of Secretary Redfield's authority. His department includes the all-important Bureau of the Census, whose work has grown to include about every form of statistics extant. Then there is the Bureau of Navigation, with its control over the shipping on our vast coastline and on the intricate network of rivers and lakes that make America's internal waterway commerce one of the greatest in the world. The Bureau of Lighthouses controls the intricate machinery by which these aids to navigation are handled. The Steamboat Inspection Service has become gradually more important as government safeguards of life at sea have grown. The Coast and Geodetic Survey has charted the pathways of this commerce down to the tracing of the smallest shoal that threatens the safety of our shipping. Then there is the Bureau of Standards with its important work of research and testing in all branches of industrial endeavor. Secretary Redfield also controls the Bureau of Fisheries.

In his report to Congress, Secretary Redfield asks for a big increase in the funds allowed to his department. For the current year, Congress gave him \$11,093,813. For the coming year he asks \$15,319,270, an increase of \$4,225,457.

The largest single item of the increase asked by Secretary Redfield is \$566,400 for the quinquennial census of manufacturers which the law requires the Bureau of the Census to take in 1914. This census has aroused great interest among the manufacturers of the country and for the first time they are being asked to co-operate, through their various organizations, in compiling the data necessary to give a statistical picture of America's great industries.

One interesting recommendation made by Secretary Redfield to save expense in the Bureau of the Census is the suggestion that the "Official Register" of the Government be cut down hereafter to include only employees whose compensation exceeds \$2,000 a year. In the past, this bulky volume of Uncle Sam's employees has been made to include even charwomen and day laborers. The result was, for instance, that William Howard Taft as President of the United States with a salary of \$75,000 a year was sandwiched between Sumner B. Taft, a wheelwright in the Indian Service at \$720, and William W. Taft, a joiner in the Brooklyn Navy Yard, at \$4 per day. The volume made 800 pages of solid agate type. And then it did not include the postal service, which made another book.

For the Bureau of Foreign and Domestic Commerce, Secretary Redfield asks an increase of \$367,270 to extend the work of this bureau both at home and abroad. But it is particularly with reference to the foreign commerce of the country that the Secretary asks greater governmental attention. He cites the fact that during the fiscal year ending June 30, 1913, this foreign commerce reached the

great total of \$4,279,000,000 of which \$2,466,000,000 represented exports and \$1,813,000,000 imports—a trade balance in our favor of \$653,000,000. Of these vast sums alone exports of domestic manufactured goods total \$1,507,000,000.

To foster this great and growing trade, the Secretary declares that the Government has done far too little. In past years the entire appropriation for the promotion of our foreign commerce, he says, has been \$60,000 and he declares that many large private establishments spend more than this each year for their own advertising.

Among the suggestions he makes for increasing the efficiency of this bureau is the selection of commercial attaches to be accredited to our embassies by the Department of State but to report directly to the Department of Commerce. Three of these he would send to London, Berlin, and Paris at \$5,000 a year; four to Vienna, Buenos Aires, Tokio and Peking, at \$4,500 a year; and seven to Lima, St.

of the commerce passing under the review of this Bureau during the last year.

Possibly I may have erred in not asking a more adequate provision for this great work. Certainly it is not consistent with our national self-respect to ask for less. It should be noted, finally, that now is the appointed time. We have spent several hundred millions preparing the Panama Canal and the nations of the world have been getting ready for its use while we have done almost nothing actively to promote the commerce which should repay the nation, in part at least, for this vast outlay.

For the Bureau of Corporations, Secretary Redfield asks that Congress increase the available funds from \$253,300 to \$685,000. Most of this he asks for what he terms "an inquiry into the efficiency of industrial combinations." Of this he says:

It is deemed desirable that the Bureau of Corporations shall undertake a study of certain fundamental economic laws on which all our industries are based. There is a growing question in the minds of experienced and thoughtful men as to whether the "trust" form of organization is industrially efficient and whether bigness and bulk are always necessary to production at the lowest cost.

It is common truth that economic laws are stronger than statute laws. There can be no objection, therefore, on the part of anyone, whatever his views of industry, toward a study which shall determine the truth, which truth, if it be indeed the truth, must itself determine in the final analysis the course which the legislature and the executive may wisely take concerning these matters.

Secretary Redfield reports that the Bureau of Corporations is completing its investigations on lumber, tobacco, water transportation, the harvester industry, and corporate taxation. In addition, it has under way new investigations in the fertilizer industry, the relationship of the Oklahoma oil fields to the general oil market, the cotton pool, governmental administrative commissions, conflict of State laws relating to foreign corporations, trade agreements, fixed prices for resale of articles, and foreign laws on trusts, monopolies and cartels.

He also recommends an investigation of the economic laws which govern the fixing of retail prices. Concerning this project his report says:

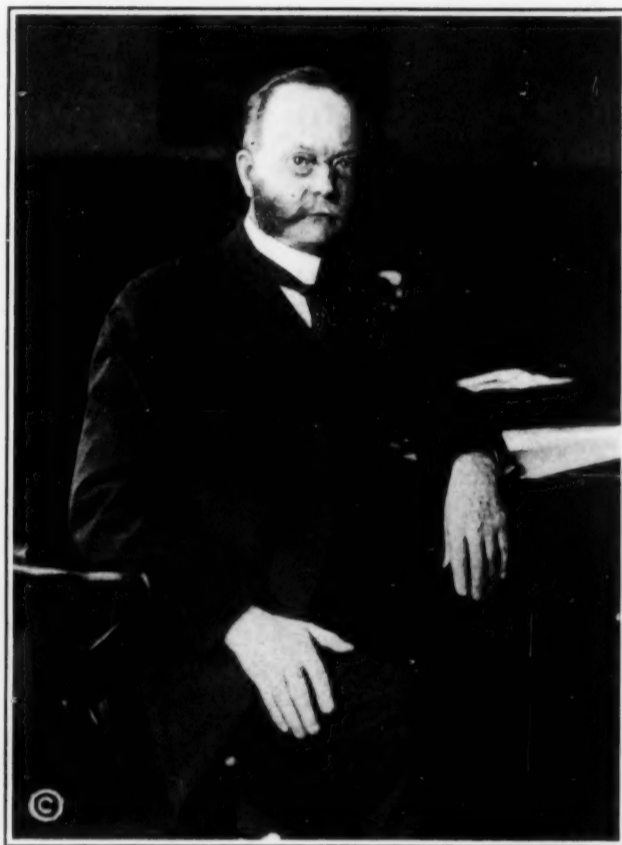
It is important that we should know the truth about the fixing of retail prices and as to whether giving the privileges of so fixing the prices to a manufacturer tends toward monopoly or does not so tend. Men who are sincere and well informed do not think alike on this problem, but whatever their views it will be agreed that no thorough study has ever been made of the subject in this country. Nations abroad are said to favor by law that which we forbid. The law with us is for the time fixed by the decision of the Supreme Court that the fixing of retail prices on the part of manufacturers is unlawful. If, however, new legislation should in the future be required, it is important that the truth be known lest injustice be done, not so much to the manufacturer as the consumer.

For the Bureau of Standards, Secretary Redfield asks \$100,000 to carry out an investigation of public service companies throughout the country. This investigation is not to deal so much with the financing of these corporations or with their relations to states and municipalities, as to scientific data concerning their work.

The Bureau of Fisheries Secretary Redfield reports started 3,863,593,000 embryo fish on their way to the frying pan in its fish-cultural work last year. Thirty-four main hatcheries and 102 sub-stations were operated. Thirty-nine species of fish were propagated and of these twelve species were handled in excess of 50,000,000 each. At the same time elaborate surveys have been made which are to result in similar work to promote the oyster, clam, mussel, crab, and lobster fisheries of the country. Terrapin culture has also been undertaken. The bureau also has under its control the fur seals of the Pacific.

Concerning the operation of the Bureau of Lighthouses, Secretary Redfield makes the interesting report that we have finally been able to secure American cut glass lenses as accurately serviceable as the prisms which in the past have been purchased in France, England, and Germany. This is the result of the initiative of the department. The Lighthouse Service now maintains 13,434 aids to navigation in our various navigable waters, including 4,739 lights and 566 fog signals of which 46 are submarine signals.

Concerning the Steamboat Inspection Service Secretary Redfield reports that the vessels required by law to obey this service carried last year 303,263,033 passengers. The number of lives lost was 436, but 226 of these were from suicide or accidental drowning, leaving 210 fairly chargeable to shipping accidents. This is about one for every 1,500,000 passengers carried.



HON. WILLIAM C. REDFIELD, Secretary of Commerce

Petersburg, Rio de Janeiro, Santiago (Chile), Rome, Johannesburg, and Melbourne at \$4,000 a year.

In addition to this, Secretary Redfield asks that the consuls of the United States be asked to report directly to the Department of Commerce on all purely commercial matters and to co-operate with the commercial attaches in presenting for the United States a complete and unified knowledge of the commerce and industries of our great competitors. He also asks a special appropriation to enlarge the force of commercial agents composed of special investigators to travel from country to country and to study particular industries. Of these plans Secretary Redfield says:

It is my belief that the above marks a turning point in American policy toward the great world of commerce and industry abroad and that it must be reflected in increased prosperity to our capital and labor at home. It is the counterpoise for our industries of the assistance we are giving to agriculture and means for the workman that which improved methods are already bringing to the farmer. The sum of approximately \$750,000, suggested as necessary for the proper work of this Bureau, is less than two-hundredths of 1 per cent.

## Harrison's Mistaken Philippine Policy

**T**HE abruptness with which Francis Burton Harrison, the new Governor-General of the Philippines, removed six or more of the most important bureau chiefs in the islands with the intention of appointing Filipinos or Democrats in their places, does not augur well for good government in the Philippines. When Governor-General Harrison entered upon the duties of his office he found an administration of the Philippines that had reached the highest point of efficiency in our fifteen years' control of the islands. To hearken now to the Filipino demagogue or to the spoilsmen of his own party is sure to spell disaster to good government and to the best interests of the entire population of the islands.

The granting by the new administration of control of the Philippine Commission to the Filipinos was in itself a very great enlargement of powers and a sufficient experiment in the possibilities of Filipino self-government without further complicating matters by the removal of experienced and competent bureau chiefs and by a threatened demoralization of the entire American civil service in the islands.

Take, for example, the resignation of Capt. Charles H. Sweeper, Director of Lands, a position filled immediately by the appointment of Manuel Tinio, a young Filipino. As Dean Worcester, for thirteen years Secretary of the Interior, points out, Señor Tinio is a bright young man of good character, but lacking absolutely the knowledge of public land matters and administrative experience.

Ex-President Taft, who has maintained all the proprieties of his position in refraining from criticism of the present administration, has felt compelled to speak in regard to the Philippines. For four years he was Governor-General of the islands and from that time until he left the White House they were under his control as Secretary of War or as President, with the exception of a short interval of nine months. Mr. Taft knows the islands and the people, the small minority of educated and well-to-do Filipinos, the great mass of the ignorant Filipinos, and the wild Mohammedan Moros who have notified our government that they will not stand Filipino government. Mr. Taft knows, too, with what pains our administration of the

islands was built up, a colonial work which, he well says, "is quite as remarkable as that of Lord Cromer in Egypt."

Knowing this, Mr. Taft views with greatest alarm the disposition to upset so hastily the non-partisan administration of the Philippines. He predicts that the experience which the Democratic administration will gain through its mistakes will teach it many lessons, and expresses confidence that the structure of government that has been erected with so much effort and success under three administrations will not be seriously or permanently injured under President Wilson. He bases his conviction on the distinction, so well expressed by President Wilson himself, that self-government is not a mere form of institutions but a form of character, and depends upon a self-mastery, a habit of order, of peace and common counsel, and a reverence for law, all of which can come only through long discipline. The unfortunate part of the experiments now being made is that penalties of failure will fall heaviest upon the poor and ignorant in the Philippines, before needed lessons are learned by the Wilson administration,

# People Talked About



## MRS. VANDERBILT'S WAR ON DRUGS

Stirred by reports that there are 15,000 drug victims in New York City alone, Mrs. W. K. Vanderbilt, Sr., has opened a vigorous campaign on the traffic in cocaine, heroin, morphine and similar substances. A thorough investigation is being made, existing laws enforced and more stringent ones being demanded. Most of the gun-fighters and gangsters of New York are "dope fiends." The abuse of drugs is said to be wide-spread throughout the United States.



## MEXICAN WOMAN LEADS A CHARGE

Senora Carmen Alanis, wife of Col. Alanis of the Mexican Federal army, escaped to Presidio, Tex., after the capture of Ojinaga. In the battle of Jaurez she led a charge of Federal troops and she fought in the trenches of Ojinaga. She rode horseback 180 miles from Chihuahua to Ojinaga.



## WILL BRAVE THE DANGERS OF THIBET

Mrs. Eulalie Leprieto Campbell, a rich young widow of Elizabeth, N. J., is preparing to make the perilous trip to Lhasa, the capital of Thibet. She will enter the "forbidden land" in an automobile by the way of Mongolia. The people of Thibet are accused of having tortured and killed travelers. Colonel Younghusband, of the British army, forced his way to Lhasa in 1904 and negotiated a treaty with the Grand Lama.



## MINISTER OF FINANCE IN A SCANDAL

M. Joseph Calliaux, Minister of Finance of France, is being bitterly assailed by the Paris Figaro. The specific charge is that he offered to settle a claim of \$1,200,000 against the Government in consideration of a large contribution to the campaign fund of his party. The charge has been denied, and it is war to the death between him and the Figaro.



## GERMAN HEIRESS TO MILLIONS WEDS

Fraulein Marie Anna von Freidlander-Fuld, daughter of the German "Coal King", married recently Hon. John Freeman-Mitford, fourth son of Lord Redesdale, of England. Mrs. Freeman-Mitford is heiress to a fortune estimated at \$25,000,000. Her husband is to enter the business of his father-in-law.



## TO GET JUSTICE FOR THE POOR

Los Angeles has appointed Walton J. Wood as Public Defender, a new office. His duties are to represent poor people who get into the petty courts, who are unable to employ good lawyers. He is an attorney of experience and very enthusiastic about the new work. Los Angeles is said to be the first city to create such an office.



## LONG NAME, LONG TITLE

Phya Prabhakaranonga, Envoy Extraordinary and Minister Plenipotentiary, is the name and title of the new representative of Siam at Washington. He has the longest name in the diplomatic corps. He speaks English fluently and was four years with the Siamese legation at London.



## A PUGILISTIC CONGRESSMAN

Representative Ben Johnson of Kentucky had a fight with John R. Shields, a Washington attorney, in the committee room at the national capital. Johnson scored the only knock down, but when the combatants were separated the Congressman was the worse damaged of the two. The spectators decided that the fight was "a draw."

# The Call to Winter Sports

By ED A. GOEWY (The Old Fan)

**T**HIS is going to be a sort o' catch-as-catch-can sermon, with a plea for a return to the old-time winter sports on the part of athletic America, both old and young, as its text.

The tempting Tango and the enticing glow of the club-room firesides have been weaning our boys and girls from the great, healthful out-of-doors during the cold weather months; and unless this tendency to imitate the hibernating bear in winter is checked, we soon shall lose the crown of glory bestowed upon us when we qualified as the best all-year-round athletes in the world. In the good old days, when our fathers and mothers were in their physical prime—aye, even when you and I were still young and coltish—the first visit of Jack Frost each year always heralded a long anticipated season of sport and pleasure; and while Uncle Sam's children were winning fame and glory midst the ice and snow, they also were adding to their store of vitality and robustness which assisted materially in carrying them through the rigors of the subsequent hot weather campaigns on field, track and diamond.

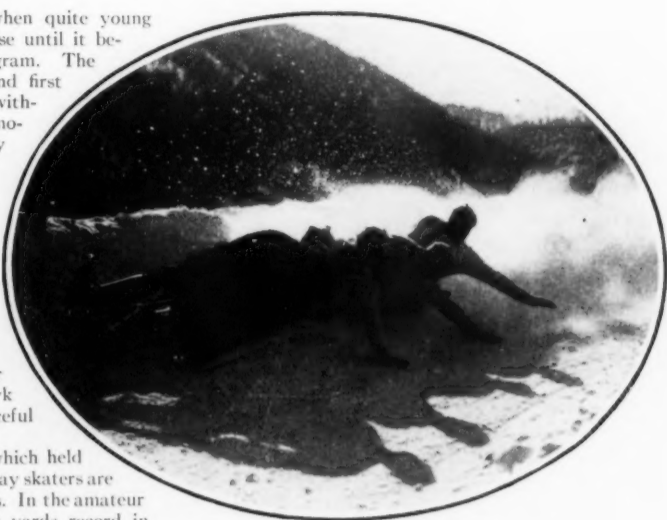
To be sure the winters have moderated greatly in many sections of the United States, particularly along the Eastern coast; but though the reign of King Cold is brief in many places, snow and ice occasionally visit all of their old winter haunts, and it certainly behooves us to take advantage of every opportunity to be in the open when the

and girl should be taught to skate when quite young and encouraged to continue the exercise until it becomes a fixed part of their winter program. The novice should proceed with caution and first learn to handle himself gracefully and without unnecessary and muscle-tiring motions of the body. Let racing and hockey come later. Many of the present generation are making a serious mistake in selecting skates unsuited for the purpose for which they are to be used. Instead of choosing a good club skate which lends itself easily to a long, curving, graceful stroke, they endeavor to ape the experts by using hockey and racing blades. The former are intended for short strokes, quick stops and rapid turns, while the latter are most suitable for straightaway work where long, regular strides and not graceful glides are desired.

I will give you a few racing records which held through 1913 to prove that the present day skaters are not showing the skill of their predecessors. In the amateur class Morris Wood established the fifty yards record in 5 1-5 s. at Pittsburg, Pa., in 1907, and he also set the record for 600 metres (656.17 yds.) in 59 3-5 s. on February 13, 1904. The 5,000 metres (3 m. 188.06 yds.) record was made by J. K. McCulloch on February 10, 1897, in 9 m. 25 2-5 s. In the professional division some of the principal records are held as follows: fifty yards, 6 s., S. D. See and C. B. Davidson, New York City, 1885; two miles, 5 m. 33 4-5 s., John Nilsson, Montreal, February 4, 1900, and two and one-half miles, 7 m. 32 s., John J. Johnson, Montreal, February 26, 1894. Looking over all of the amateur and professional records you will note that in more than half of them the time made by the former was materially better, and one or two of the records were made when the champions were still attending school. This fact should encourage the young men of to-day to strive to perform deeds on the runners which will rank them with the hardy skaters of ten, fifteen and twenty years ago.

## Popularity of Hockey

Hockey, I am glad to say, has finally come into its own, and from end to end of the country clubs are to be found taking part in this splendid sport, which not only requires skill and speed, but nerve and ability to ignore the minor hurts and falls incident to the game. And it is in this winter pastime that the athletic members of the fair sex are taking the greatest interest, all of the larger cities boasting one or more women's clubs. The woman or girl who will follow a course of hockey each winter will find that she will have no further need for "beauty doctors" and concoctions for the complexion; and that her general health will receive more benefit than could be derived from a half dozen European trips. Let parents who would make something more of their daughters than "clothes horses," insist that they learn to skate and take part in some of the fascinating ice sports. Such a course will give all concerned plenty of cause for self-congratulation. Women have done much to promote the cause of sport in the United States, and if those who become physically proficient will persuade their weaker and less energetic sisters to follow their example, there will be no reason to fear for the continued athletic supremacy of Uncle Sam's land. No American man will refuse to follow a course pointed out by his womankind. The influence of the fair sex has done much to make baseball the greatest and most prosperous sport on earth and in answer to their criticisms the rules of football have been changed so that the chances of injury have been reduced to a minimum and the general play quickened and made more interesting to the spectators. Their encouragement has caused the real horse lovers to stick to the cause of the thoroughbred, in spite of every effort made to kill the "sport of kings," and their interest in track events has caused the development of our athletes to a point where they are able to meet in contest the finest physical specimens of every other country, and defeat practically all of them. The fact that women have given the cold shoulder to both boxing and wrestling may have had something to do with the deterioration of both of these once great sports until, to-day, they are the jests of the athletic world. Let women continue



A THRILLING MOMENT  
Taking a banked curve at great speed on one of the bob-sled runs in the Alps. The runs are frequently several miles in length.

to give earnest support to skating and hockey, and two of winter's most glorious sports will ere long receive the recognition they deserve.

## On the Ice Yacht

And then there is ice yachting, which for speed and excitement is equaled by nothing except flights through the air. Some wonderful things have been accomplished by the "flying boats." In the races at Gull Lake, Kalamazoo, Mich., in March, 1904, the *Wolverine*, owned by Commodore D. C. Olin, of the Keel Club, won the Stuart International Trophy. In the final heat over a twenty mile two-point course, the time of the yacht was 42 m. At Kalamazoo, February 24, 1907, the *Wolverine*, owned by the Kalamazoo Ice Yacht Club, shattered all world's records over a two-point course, sailing twenty miles in 39 m. 50 s. The boat was required to turn every two miles. Just think of skimming over the ice at a rate better than a mile every two minutes and see if you do not consider the sport one which should appeal to everybody who likes his play spiced with excitement. Ice yachting suffered a slump after the big meets in 1907, but for the last two years it has begun to regain much of its former popularity. It is a worthy rival to both sailing and motor boating and with our hundreds of lakes and rivers on which long courses can be laid out, it deserves to be returned to its pristine glory.

Another great winter sport is trotting and pacing races on the ice. This pastime had its origin in Europe many years ago, and in several foreign countries, particularly Russia, is a recognized institution. Some of the

wealthiest men in the world to-day are the owners of the speediest horses in the Empire of the Czar, and because of the prolonged winters there, racing on the ice is featured for months annually. Last year agents of these Russian kings of finance scoured the world for fast horses and they secured many animals with star racing records. Horse racing on the ice is fully as exciting as a running event and was very popular in the United States before the professional gamblers brought track contests into disrepute. With the return to popular favor of the thoroughbred in the United States, the winter sport is sure of a general revival.

Curling still finds favor in many sections, but has far fewer followers than in the days when a championship match between the American and Canadian clubs attracted almost as much attention as an international yacht race. It is not a strenuous game, though brimful of interest and requiring considerable skill, and in winter should appeal to the older men in search of fresh air and health as golf does in summer. The Gordon medal, emblematic of the championship of the United States and Canada, was won at Boston last year by the Canadian clubs, who defeated our clubs by a score of 176 points to 137 points.

## Where Nerve Is Needed

And now we come to skiing, a pastime that is more than holding its own in this country, and one in which the proficient performer takes the keenest satisfaction, for the man who enters a contest in this line of sport must have, not only skill and experience, but plenty of red blood and a stout heart. The longest standing jump (character and form not considered) made anywhere in the world, was 169 feet, by Ragnar Omtvedt, of

(Continued on page 162)



HAPPY SKI RUNNERS BASKING IN THE SUNSHINE

Enjoying a day of good sport in the Swiss Highlands. Note the up-to-date costumes.

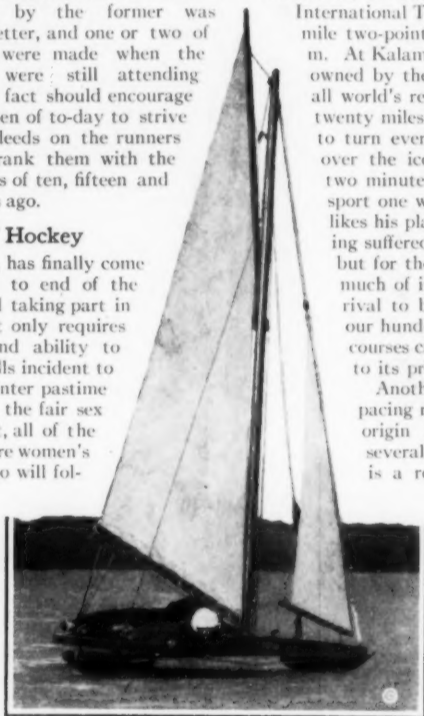
frost makes the air tingle. Have all of you forgotten entirely the good old straw-rides which helped to make merry the winters of the not long ago? Don't you remember the big sleighs into which you used to clamber with your best girls, and how, with your feet buried in the straw and wrapped to your eyes in coats, mufflers and blankets, you were driven for miles over the white and frozen roads to the music of mingled laughter and jingling bells? And then the dances at the end of the drives, with their accompaniment of goodies to eat and plenty of sweet cider to drink. How can you have forgotten them? Those, indeed, were the happy days and those were the occasions when you breathed life and health with your play. Beside them the modern "Tango parlor," with its superlative atmosphere and its unhealthy menus, stands no chance of favorable comparison.

The fact that the glory of retaining our winter-won laurels makes but little appeal to the present generation and that grown-ups and youngsters have been following the music of the ballrooms in preference to the call of nature, makes it imperative that a warning should be sounded ere it is too late. Good health is the greatest of all human assets, and it is always to be obtained out in the free, fresh air. Forget the music of the violins, put aside your dancing pumps, and take your dust-covered skates and sleds from their hiding places in the attics. The ballroom will fulfill its purpose sufficiently at the end of a long sleighride, or next summer, when cooling breezes may float in at the open windows; but what you should do, while Jack Frost is your guest, is play the season's games with him in the open.

In the Northern countries of Europe, the annual coming of snow and ice is the signal for a long carnival of outdoor life, and everyone, from peasant to ruler, makes the most of the opportunities furnished for healthful recreation. If ever you have paused to note the sturdy swanhood and womanhood who come here from Norway, Sweden, Denmark, Switzerland, Holland and Germany, you must have realized that their life in the open during their long winters at home had much to do with their magnificent physical makeup. Let us, one and all, return to our earlier principles and again follow the example set by these hardy foreigners and receive one of nature's most generous gifts with open arms. The future of the American race demands that we continue to strive constantly to hold high rank with the world's most vigorous and healthy peoples. There should be no room here for the "sissie" of either sex.

## Starting On Skates

Of all winter sports, perhaps one of the healthiest and most enjoyable, and at the same time the one in which everyone may become proficient, is skating. Every boy



"GOIN' LIKE THE WIND"

In our own country ice yachting affords an exhilarating pastime. These graceful gliders often attain the velocity of express trains.

# In the Spotlight



**TALENTED DAUGHTER OF NOTED PRODUCER**  
Miss Alice Brady, daughter of William A. Brady, who has been very successful in the short time she has been on the stage.



**A CHORUS OF BEAUTY**  
A sextette of charming girls from the new and tuneful operetta, "Sari" at the Liberty Theatre. The gowns in the last act of this production are the most striking that have been seen this winter.



**SCENE FROM THE NEW RUSSIAN DRAMA**  
Mac: Harlan as Petrov Paviak, the Russian detective, and Florence Reed, as the persecuted Jewess in the sensational Russian drama, "The Yellow Ticket," at the Eltinge Theatre.



**"ADELAIDE"**  
who made her debut at the Jardin de Danse on February 2 in a series of spectacular dances never before presented



**A SCENE OF ORIENTAL BEAUTY**  
"Omar the Tentmaker" with Guy Bates Post starring, is very picturesquely staged. Every detail in the settings shows strictest fidelity to Persian life. Left to right, Fred Eric Lee Baker, Guy Bates Post and H. G. Carlton



**LATEST PHOTOGRAPH OF GRACE GEORGE**  
Friends and admirers of Miss George will particularly welcome this charming new picture of the talented star who earlier in the season appeared in Barrie's stirring playlet "Half an Hour."



**A PLAY OF RIDDLES AND ROMANCE**  
Rita Jolivet as the Persian Princess, who puts to death all suitors who cannot solve her three riddles; Henry E. Dixey as Capocomico, head of a band of strolling players, and Jerome Patrick as the beggar prince, who turns the princess from her evil purpose, falls in love with and wins her, in "A Thousand Years Ago" at the Shubert Theatre.



**MAUDE ADAMS ON TRIAL FOR HER LIFE**  
Court Room Scene in "The Legend of Leonora" where Maude Adams as the whimsical Leonora is on trial for killing a man because he opened a window when her child had a cold. This farcical play in which the well-known star is appearing at the Empire Theatre is by J. M. Barrie.

## The Season's Plays in New York

Eltinge	The Yellow Ticket	Exciting Russian drama
Adolph Phillip's	Zabern	German military comedy
Booth	Change	Millitarisches Schauspiel
Maxine Elliott's	The Deadlock	Welsh players
39th Street	When Claudia Smiles	Powerful religious drama
Royal	House of Bondage	Blanche Ring. Lively
Gaiety	Young Wisdom	Social evil drama
Garrick	The Dear Fool	Mabel and Edith Taliaferro
Knickerbocker	The Laughing Husband	Fair comedy
Cort	Peg o' My Heart	Musical comedy
Hippodrome	America	Clever human comedy
Princess	One-act plays	Spectacular and patriotic
48th Street	To-day	Sensational
Fulton	The Misleading Lady	Drama without excuse
Astor	Seven Keys to Baldpate	Full of humor and surprises
Cohan's	Potash and Perlmutter	Mirthful melodrama
New Amsterdam	The Little Cafe	Novel comedy of trade
Wallack's	Cyril Maude	Sparkling music
Belasco	Frances Starr in The Secret	Noted English company
Shubert	A Thousand Years Ago	Agonies and tears
44th St. Musical Hall	The Girl on the Film	Oriental drama
Playhouse	The Things That Count	London success
Comedy	Kitty MacKay	Comedy with sentiment
Empire	The Legend of Leonora	Scotch comedy
Hudson	A Little Water on the Side	Maude Adams
Harris	Adele	Laughable comedy
Liberty	Sari	Musical comedy hit
Globe	Queen of the Movies	A maze of melody
Winter Garden	The Whirl of the World	Light musical comedy
Lyric	Omar, the Tent-maker	Spectacular revue
Casino	High Jinks	Persian play based on the
Little	The Philanderer	Rubaiyat
		Lively musical comedy
		Comedy

# Pictorial Digest of



LET'S NEWS  
**DRAMATIC SCENES WHEN NURSES TAKE THE OATH**

In the city of Mexico a training school for nurses is maintained by the Government. The graduates enter the Red Cross service in time of war. The illustration shows a dramatic movement, when the girls of the last class knelt on the stone floor of the central hall and swore allegiance to Huerta's government. The work of the Red Cross nurses is one of the few redeeming features of the terrible strife in Mexico.



**THE RUSH TO ESCAPE A BLOODY DEATH**

After the battle of Ojinaga many Mexican men, women and children fled in haste to escape Villa's soldiers. Safety lay on the United States side of the river, and as there were no boats the refugees waded. Some of them had burros on which they hastily packed a few household effects. The river bank was guarded by soldiers of the regular army.



**ARISTOCRATIC FILIPINO**

Two native ladies in the costume. Many of the pictures of the peasant class, but Manila the large population that is the

**THE DANGER THAT THREATENS THE CUCARACHA SLIDE IN CULEBRA CUT**  
 Cucaracha slide in Culebra Cut threatens to close the highway. The slide of rock and rock were moving slowly into the cut. The slide is 100 feet wide has been kept open, but the danger of the movement is still there.



**REFUSED TO**

The picture shows the "bag" of five hundred pounds of meat. The man from the left is J. A. Freeman, of High. The Grand Trunk railway is from tip to tip. Mr. Freeman is the

# of the World's News



**MODERN FILIPINO BEAUTIES**  
 Pictures in the costume of the higher classes. Pictures of Filipinos printed represent the but Manila, the larger cities have a native population that is educated.



**ABJECT POVERTY THAT MAKES NO PROGRESS**

Outskirts of Salina Cruz, in western Mexico. Fifteen people live in the three small huts of one room each. They are Indians and have not greatly changed their way of living since the sixteenth century. They live in abject poverty in one of the richest farming districts in the world. Many plantations owned by foreigners near Salina Cruz have been abandoned on account of the war.



**WHAT THREATENS THE PANAMA CANAL**

threatens to close the Canal. Late in January 1,500,000 yards of mud the cut. Several dredges are removing the slide. A channel but the slide of the hill for a third of a mile is slipping and the movement is back over 1800 feet.



**A MOOSE HEAD**  
 A moose in southern Alberta, Canada. The third largest moose ever killed in Alberta. This moose had antlers measuring 60 inches in length and weighed \$1,000 for a 60-inch moose head, but Mr. Freeman kept the trophy.



**BOYS' LIVELY RACE IN CARS MADE BY THEMSELVES**

Forty boys of Venice, Calif., recently participated in a race of home-made automobiles. Some cars had two-cylinder gasoline engines, while others were "pushmobiles." Substantial prizes were awarded and rules established. Barney Oldfield and Teddy Tetzlaff, well known in the racing world, were on the committee of arrangements. Most of the contestants had built their own cars.

# MAKE \$250.00 A MONTH Repairing AUTO-Tires

Sounds like a lot of money—IT IS—A WHOLE LOT of MONEY to be earning CLEAR every month—yet it's what hundreds of men we have established in the Automobile Tire Repair Business are making. You let down the DRAW BRIDGE for SUCCESS to enter into your career by getting into business for yourself. The business for you is the one where investment is small—the returns quick and for cash—where the margin of profit is large—the demand for your PRODUCT or SERVICE constant and ever on the increase.

**A Haywood Tire Repair Equipment** answers to all of these requirements of Old Dame Fortune—The certainty of success in this business is as sure as anything in this world can be—Each year adds thousands of new Automobile Owners—they need YOU to keep their tires in service.

## Here Is Your Opportunity!

Be first to enter this new big paying business in your town. Open your pockets. Let the dollars pour in. Act quick. Every auto sold means more tires to mend. Automobile-business is growing fast—enormous field for tire repairing. Punctures and blowouts are common. Tires need retreading and vulcanizing. Something going wrong all the time. Thousands forced to buy new tires because they can't get old ones fixed. Think of the old bicycle days—repair shops on every corner—all making money—busy day and night. Autos make same proposition over again—only ten times bigger and better. Users of Haywood Tire Repair Plants are making big money. Johnson, Tex., writes: "I have made as high as \$18 in a day." Another man who bought a plant September, 1911, writes he has cleared over \$3000.00. That's going some! Operate a plant as side line in connection with auto business—garage or as an independent business. Find neighborhood where there's a bunch of autos—get all the steady business besides transient work. Experience unnecessary. You learn quick. Simply follow directions—practice a few days on a couple of old tires and you'll be ready to coin money. Business comes fast and easy.

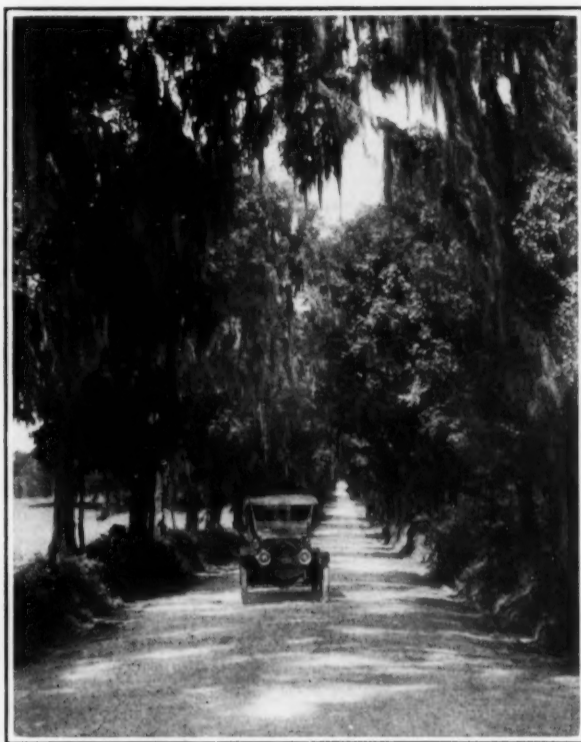
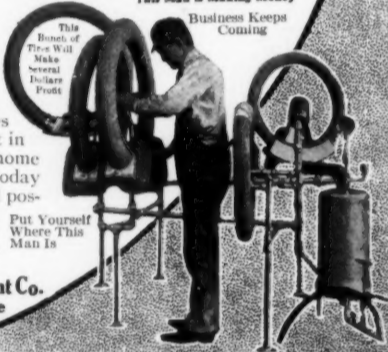
## Repair Tires At Home

Young men! and boys repair father's tires—get money he pays garage man. Get the neighbor's work. Make money to attend college or to start a garage and repair business.

**Auto owners**—repair your own tires—save money—pay for your outfit in short time. We have outfits for home use. Anyhow investigate. Send today for catalogue. See the wonderful possibilities in this marvelous field. Learn of the enormous money-making opportunities in this fascinating new business.

**Haywood Tire & Equipment Co.**  
675 N. Capital Avenue  
Indianapolis, Indiana

The New Money-Making Business—Start Now  
This Man Is Making Money  
Business Keeps Coming



## WHAT THE CONVICT CAN DO.

In many states, convict labor is used for the betterment of the roads, as well as for the improvement of the conditions of the convicts themselves. This road in Florida was built by the State entirely with convict labor.

# Motorists' Column

Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks and delivery wagons, motorcycles, motor boats, accessories, routes or State laws can obtain it by writing to the Motor Department, Leslie's Weekly, 225 Fifth Avenue, New York City. We answer inquiries free of charge.

## A FATALITY WITH A MORAL

THERE are over one million motor cars in use in this country; and it could safely be assumed that for every man who drives a car, there are at least two others who, through the hope of becoming owners in the near future, or through frequent riding with friends, understand the general principles of automobile construction and operation. Three million persons, then, who can at least differentiate between a gear shift lever and a clutch pedal, is a conservative estimate of the "automobile lore" possessed by this country.

In the light of these figures, a strange thing happened on the streets of New York City recently. The motor of a heavy truck was not operating properly and the driver dismounted to investigate the trouble—after first shifting his gears into neutral so that the engine continued to run. He evidently assumed that the trouble lay in the transmission, clutch or one of the shafts, for he crawled under the vehicle to investigate conditions. While in this position, the driver's clothing caught in one of the joints of the revolving shafts and he was lifted bodily and held tightly against the hot exhaust pipe. His cries for help brought the nearest policeman and he in turn summoned five of his brother patrolmen. In the meantime a typical New York crowd, of the average size, had collected.

The driver's horrible predicament was of the type that demanded quick action, and yet not one of those six patrolmen and no one

in that typical crowd was able to stop the motor! Even so simple an act as pulling out the plug or throwing the ignition switch seemed to represent motor car knowledge too deep for these New Yorkers and, as the papers stated the next morning, the luckless driver was allowed to roast to death while the policemen, in turn, "mounted the seat and tugged at the various levers in the vain endeavor to stop the motor."

The writer has always maintained that the first step in learning to run a car should be to understand how to stop it. The above incident, however, serves to emphasize the fact that it is not only the prospective car owner or driver who should understand the operation of the vehicle, but that the automobile is becoming so large a factor in our daily lives that it is almost a duty that we owe to society for each to familiarize himself with the essential principles of operation of the motor. The driver of a car may be overcome with faintness or an accident might occur that would render him unable to control the machine. In this event, even knowledge that is limited to the proper switch to throw or button to press would serve to avert an accident. As one expects the sea coast to produce a tribe of hardy swimmers, so would it be supposed that a city, such as New York, in which tens of thousands of automobiles are in daily use, would provide several persons out of a crowd of a hundred, who were able to stop a motor in such an emergency.

## Questions of General Interest

### Dry Cells and Storage Battery

I. S. F., N. Y.: "I have an electric lighting system on my car, but no separate generator. Therefore, the batteries must be charged when they become empty. If it becomes apparent that the batteries are weakening and I have no opportunity to charge them, could I connect dry cells in series with the storage battery and obtain sufficient current for my lights?"

Dry cells are not intended for such constant service as that required for operating electric lights. They will rapidly decrease in strength until their output is less than that of the storage battery with which they are connected. When this occurs, the resistance of the dead dry cells becomes very high and the current obtained from the storage cell is decreased more than ever.

### Difference in Gasoline

B. N., Mich.: "Which is the better grade of gasoline to use in an automobile—the 64 test or the 72 test? What advantage has the latter over the former? There is a difference of 7 1/2 cents in the cost. The lower test is the cheaper."

If both gasolines are of good quality, the only advantage of the high test is the ease of vaporization, which makes starting less of a difficulty on a cold morning. The two grades of gasoline contain the same number of heat units per pound and as it is upon this quality of a fuel that its power

producing ability depends, you will see that their service should be about the same. Inasmuch as the 72 gasoline is lighter there are fewer pounds to the gallon and therefore it is not quite as concentrated a fuel as the lower grade. The power output, therefore, would be slightly in favor of the cheaper gasoline.

### Lubricating Truck Springs

G. S. O., N. J.: "I have noticed recently that the leaf springs on the two-ton truck that we operate appear to squeak. Do these require lubrication?"

It is quite possible that rust has accumulated between the leaves. The truck body should be jacked up from the wheels, so that the leaves tend to separate, and you may then introduce a mixture of oil and graphite between the surfaces by means of a thin-bladed knife. It would be well, however, if you could take apart the leaves of the springs so as to remove all the rust that has accumulated, before you apply the lubricant. NOTE—The Motor Department is in receipt of several inquiries on which the initials only of the writers have been signed. Although we use only the initials when the replies are published in the Motor Department, we require that all letters be signed in full with the name and address of the sender. This is for the advantage of the inquirers themselves, for in ninety-nine cases out of a hundred we reply by mail at greater length than can be devoted to those few letters that are published in the Column.

## Don't Handicap Yourself

in the race for business by failure to provide yourself with the best business card the world has ever afforded.

## Peerless Patent Book Form Cards

In use the cards are detached one by one as occasion demands. The edges are absolutely smooth, incomprehensible as that may seem, and every card is clean, flat, perfect and unmarred. They attract attention and they get attention. Send for sample book and detach them for yourself—You will never be satisfied with anything else.

Send today. Appearance of our neat card in case. THE JOHN B. WIGGINS COMPANY, Engravers, Plate Printers, Die Embosers, 80-82 East Adams Street, CHICAGO

## Garage \$49.50

Genuine "Edwards." Ready-made, fire-proof garages. Quickly set up any place. Direct-from-factory prices—\$49.50 and up. Postal brings illustrated 64-page catalog. The Edwards Mfg. Co., 335-385 Eggleston Av., Cincinnati, O.

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## Best grade cedar canoe for \$20

Detroit canoes can't sink

All canoes cedar and copper fastened. We make all sizes and styles, also power canoes. Write for free catalog, giving prices with retailer's profit cut out. We are the largest manufacturers of canoes in the world.

Detroit Boat Co., 122 Bellevue Ave., Detroit, Mich.



## Protect Your Children

Their little hurts, cuts and bruises may have been caused by some germ infected object. There is always the possibility that blood poisoning may be the result of neglect—don't neglect—immediately apply

## Absorbine, Jr.

THE ANTISEPTIC LINIMENT

It will thoroughly cleanse the affected parts, kill the germs and promote rapid healing.

ABSORBINE, JR., is a powerful germicidal liniment and yet absolutely harmless. It is made of herbs and contains no acids or poisons and can be used by the smallest member of the family without any danger whatsoever.

Use ABSORBINE, JR., wherever a liniment or a germicide are indicated. Pleasant to use and economical as only a few drops are necessary at each application. Keep a bottle handy at all times—it will prove indispensable.

\$1.00 and \$2.00 a bottle at druggists or delivered.

will be sent postpaid to your address upon receipt of 10c in stamps. Send for trial bottle or procure regular size from your druggist today.

## A Liberal Trial Bottle

W. F. YOUNG, P. D. F., 20 Temple St., Springfield, Mass.



## Public attention is focusing upon one car and especially upon a principle in that car which distinguishes it from others

Public attention is focusing upon one car, and especially upon a principle in that car which distinguishes it from other cars.

The car is, as you will surmise, the Cadillac; and the principle is its two speed direct drive axle.

Partly because of that principle, the Cadillac rides differently, and, it is said, more luxuriously than most other cars.

The sales arguments of other makers tend to draw public attention in another direction—toward the more conventional types of construction.

And in spite of that powerful influence upon public opinion, in Europe and in America—professional and public interest insists on returning to the Cadillac and its two speed direct drive axle.

This is only logical—it is merely Cadillac history repeating itself, as in the three other memorable cases in which Cadillac progression altered the trend of motor car practice.

The present tremendous interest in the 1914 Cadillac and in the splendid performances of the car can be traced directly to its source.

To begin with, more than 8,500 owners are now driving the 1914 Cadillac.

More than 8,500 people expatiating with unbounded enthusiasm, day after day, upon the unique riding qualities resulting from the latest Cadillac development, are stimulating the keenest interest, even among those driving other cars.

And this process growing and growing in volume, since the first of the new cars appeared last summer, received a pronounced impetus several weeks ago.

The second award of the Dewar Trophy to the Cadillac was an extraordinary endorsement.

Coming from the highest professional tribunal of its kind in the world—the Royal Automobile Club of Great Britain—it confirmed every Cadillac owner in his conviction that there never have been such riding qualities in any car.

That is exactly what Cadillac owners are saying—what the first owner you meet will say to you.

And these two things—the zealous partisanship of more than 8,500 owners rendered still more zealous by the Dewar award—are being accentuated by press comment at home and abroad.

That is why the united volume of attention attracted by other good cars and other good principles of construction have not been able to distract attention from this one car with its peculiar principle.

That is why American and European journalists are venturing to predict that the Cadillac has impressed a fourth indelible imprint upon the industry as a whole.

World wide interest has been aroused by a plain and indisputable fact that the sensation of riding in the new Cadillac is almost like the sensation of floating through space.

All the technical and professional discussion in the world will not alter that extraordinary and delightful fact.

That is why we are impelled to caution you again.

If you wish to guard against disappointment, don't delay ordering your Cadillac.

You have been told the same thing, year after year.

And year after year, with an annual increased production, the Cadillac supply has fallen short of the demand.

If the qualities which won the Dewar Trophy—the qualities over which Cadillac owners are so ardently enthusiastic—the qualities which have become a topic of world-wide interest—are qualities worth getting in a motor car—see your Cadillac dealer at once.

Because these qualities are peculiar to the Cadillac.

They flow out of Cadillac standardization, Cadillac methods, Cadillac ideals and the Cadillac two-speed direct drive axle.

It is these qualities, in short, which constitute the Cadillac the "Standard of the World."



THE DEWAR TROPHY

### STYLES AND PRICES

Standard Touring Car, five passenger . . . . .	\$1975.00		
Seven passenger car . . . . .	\$2075.00	Roadster, two passenger . . . . .	\$1975.00
Phaeton, four passenger . . . . .	1975.00	Landaulet Coupe, three pass. . . . .	2500.00
		Inside drive Limousine, five passenger . . . . .	\$2800.00
		Standard Limousine, seven passenger . . . . .	3250.00

All prices are F. O. B. Detroit, including top, windshield, demountable rims and full equipment.

**Cadillac Motor Car Co. Detroit, Mich.**

In answering advertisements please mention "Leslie's Weekly"



## Perfect Circulation

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*Quick Thought  
Prompt Action*

big factors for  
success in life.

Stimulate your circulation by drinking bouillon instantly made by dropping an Armour Bouillon Cube into a cup of hot water.

Grocers and Drug-  
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Armour and Company  
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**Armour's  
Bouillon  
Cubes**

## Good Advice to Bridal Couples

Winconsin's new Eugenic marriage law went into effect on Jan. 1. The County Clerk at Milwaukee, Louis G. Widule, whose duty it is to supply marriage licenses to those desiring to enter wedlock, started the New Year with issuing this list of "don'ts" for bridal couples:

Don't argue.  
Don't be the boss.  
Don't show your own importance.  
Don't forget who you are and what your wife is.  
Don't be deceitful.  
Don't be selfish.  
Don't be grouchy.  
Don't be a spendthrift or a tightwad.  
Don't forget that your wife's mother is the same to your wife as your mother is to you.  
Don't forget the church.  
Don't forget that "the man worth while is the man who can smile when everything goes dead wrong."  
Don't stay at home all the time.  
Don't let your wife vote.  
Don't let your husband bring his business cares home.  
Don't let your wife go through your pockets.  
Don't have an affinity.  
Don't forget to wipe your shoes before you come in the house.  
Don't butt in.

## THE WAY OUT

From Weakness to Power by Food Route

Getting the right start for the day's work often means the difference between doing things in wholesome comfort, or dragging along half dead all day.

There's more in the use of proper food than many people ever dream of—more's the pity.

"Three years ago I began working in a general store," writes a man, "and between frequent deliveries and more frequent customers, I was kept on my feet from morning till night.

"Indigestion had troubled me for some time, and in fact my slight breakfast was taken more from habit than appetite. At first this insufficient diet was not noticed much, but at work it made me weak and hungry long before noon.

"Yet a breakfast of rolls, fried foods and coffee meant headache, nausea and kindred discomforts. Either way I was losing weight and strength, when one day a friend suggested that I try a 'Grape-Nuts breakfast.'

"So I began with some stewed fruit, Grape-Nuts and cream, a soft boiled egg, toast, and a cup of Postum. By noon I was hungry but with a healthy, normal appetite. The weak, languid feeling was not there.

"My head was clearer, nerves steadier than for months. Today my stomach is strong, my appetite normal, my bodily power splendid and head always clear."

Name given by Postum Co., Battle Creek, Mich. Read "The Road to Wellville," in pkgs. "There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

## "Church Day" Themes

MANY of the editorial comments on LESLIE's proposal of a nation-wide "church day" in which ministers and laymen should go out upon the streets carrying the truth to the thousands who never go to church, have centered upon evangelism as this message. Dr. Francis E. Clark, President and Founder of the Christian Endeavor movement, tells of a church among the Christian Zulus in the city of the Durban, South Africa, where they have had such a church day for the last twenty-five years. Every Sunday about twenty-five bands go out from this church to preach the gospel in vacant lots and on street corners. The condition of church membership is that one should be upon one of these evangelistic committees, and none are excused except for age and illness. This church, which is always at work, always has a full congregation for its church services.

As Dr. Clark suggests, other subjects besides evangelism might be presented on "church day," "topics that relate to religion, to honest dealings, to good citizenship; in fact, any topic which is appropriate to the pulpit within the church is appropriate to the soap box at the corner." The social and economic problems which engage the ordinary soap box orator ought to be considered from the point of view of Christian teaching, and this is the opportunity to do it. Experience has shown that the open forum method sometimes leaves matters as much in the air when the forum closes as when it opens. In every such case, the thought of the meeting could be brought back to the evangelistic appeal, which the Christian church holds is fundamental to renewal of character and thus to the solution of all social problems.

## Governor Black a Famous Orator

NO public speaker in our day made a profounder impression on his hearers than Frank S. Black, the former Governor of New York, whose death occurred a year ago. His oration at the Lincoln Dinner of the Republican Club has been reprinted far and wide and is recognized as one of the most remarkable tributes ever paid to the martyred president. His speech in seconding the nomination of Roosevelt at the National Convention, and his addresses made on other rare occasions, are among the finest specimens of American oratory. It is a pleasure to know that the speeches of the ex-Governor have been compiled and published by his son, Arthur Black, 53 State Street, Boston. A few of these volumes have been distributed as memorials among the intimate associates of the late governor. Requests were made by others for copies of the book, and if these are in sufficient number we understand that a small edition of the volume will be printed for sale at cost, to the late governor's admirers. It is fortunate that these addresses are thus to be preserved for coming generations. Their lofty patriotism, their rhetorical finish and beauty of diction, make them classics for the library and the school.

## The Belated Valentine

I sent my love a valentine, the kind all silk and lace,  
Where doves and darts, and rings and hearts,  
And garlands interlace,  
And gilded verses (as to feet perhaps a trifle lame),  
Are eloquent in every word of love's undying flame.  
In letters bold I wrote her name, her number, and her street,  
And pasted on the stamps with care and fancies fond and sweet,  
And though the air was bitter cold, and full of stinging hail,  
I walked a mile of icy streets to put it in the mail.

St. Valentine's was past before I called upon her, then  
She showed me scores of valentines, but all from other men,  
And much I wondered why my own had been so long delayed,  
And in what mazes of the mail the precious missive strayed.  
A year elapsed, we had been wed eleven months or more,  
When lo! we heard the postman blow his whistle at the door;  
My wife untied a battered box above her tea and toast,  
It was the valentine—you see it went by parcel-post.

MINNA IRVING

## In the Spotlight

Mrs. Gramercy—I thought your divorce case was coming up this month?

Mrs. Park—I had my lawyers get a postponement, because my new gowns wouldn't be finished in time.—Judge.



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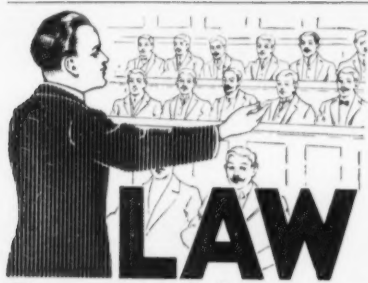
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Magnificent new Union Station at Wichita, Kansas, built by the Wichita Union Terminal Railway Company, in the organization of which four railroads—the Santa Fe, Rock Island, Frisco and Orient—participated. The station is 600 feet deep, three stories high, and fronts on Douglas Avenue, the principal thoroughfare. The building is modern in all respects, and is of sufficient size to accommodate the traffic of a city of three times Wichita's present population. The construction work has been under direction of C. J. Skinner, resident engineer and superintendent of construction. The father of the station is C. L. Davidson, former mayor of the city, and now president of the Wichita Business Association, which has 1,000 members. Mr. Davidson and C. W. Smyth, chairman of the industrial bureau of the Business Association, are in charge of the formal dedication of the station, which will occur in March. Wichita has a population of 63,000, over 300 manufacturing establishments, eight large educational institutions, and many other features of a live and growing city.

### The Call to Winter Sports

(Continued from page 154)

the Norge Ski Club, of Chicago, at Ironwood, Mich., on February 16, 1913. This world's record is likely to hold for a long time, for, though 26 riders started in the event, none of the others jumped over 150 feet. At Ironwood, February 15, 1913, in the annual championship contest for amateurs held under the auspices of the National Skiing Association, these records were made, each man making two jumps: John Jobe, of Ironwood, 307 2-3 ft.; Ingolf Sands, of Stoughton, Wis., 296 feet and Sigard Gustafson, of Ironwood, 278 1-3 feet. The following day, at the same place, these professional records were made: Ragnar Omtvedt, of Chicago, first jump, 158 ft., second jump, 154 feet, total points credited, 345 2-3; Andres Haugen, of Chippewa Falls, Wis., first jump, 144 ft., second jump, 149 feet, total 325 1-3 points, and A. Hendrickson, of Virginia, Minn., first jump, 154 ft., second jump, 145 ft., total, 325 points. Just read over those names again and you'll realize that they come from the countries where they have real cold weather performers.

And should none of these winter sports which I have mentioned strike your fancy, there still remains a long list from which to select and which includes coasting, tobogganing, snowshoeing, fishing through the ice and swimming. However, only a trained and conditioned athlete should indulge in outdoor swimming in the winter when the thermometer indicates a point below freezing. But, if you are so situated geographically that you cannot indulge in winter sports midst snow and ice, let me still urge upon you the necessity of keeping in the open as much as possible, and give some part of each and every day to walking, golf, tennis, rowing, riding or automobilizing.

### Can Our Roads Equal Those of France?

(Continued from page 151)

and also on the through routes of communication between the capital and the northern coast resorts in summer and the winter cities of pleasure during the Mediterranean season. To define these through routes more precisely they may be referred to as the international or cosmopolitan highways over which stranger automobilists form a very considerable proportion of the through travel. In all, it is not estimated that more than 10,000 kilometres of roadway would come within this classification, and thus in ten years, with a thousand kilometres a year of this already well-traced roadway brought up to the new work demanded of it, France would become possessed of enough purely touring roadway to assure its place at the head for all time.

One final note which explains why the good roads of France are as good as they are and why they are likely to remain so:—Travellers by road in France will notice a little heap of stones at frequent intervals beside some magnificent tree-lined roadway, and at still less frequent intervals, every few kilometres at most, a road-worker with a hoe, a shovel and a rake, a *cantonnier* who is forever levelling off the edges and plugging up incipient pot-holes. One may not stop to reason why, chiefly because the frequency fails to make the impression upon the hurried traveller, but it is the whole fabric upon which the roads system of France is built—centralization of roads control and decentralization of administration. It is this that has brought the 700,000

kilometres of the wonderful net-work of French roads up to the standard which they have so long occupied, and has kept them there.

Believe it, it is the fundamental excellence of the French roads system and organization which does it. The writer has a patriotic love of America, as an American, and would like to tour America a wheel, but during the last summer he went from New York to Washington with more discomfort and more bad road, and worse, than can be experienced on the three thousand kilometre French circuit. Again going from New York to Buffalo, save for a score of miles of bad road, in bits of a mile or two at a time, the four hundred odd miles were found, as to surface—if not as to engineering in the first instance—as good as the average in France.

The generation-old opinion that good roads for America was one of the big things ahead has not been in the least shaken in the light of later knowledge and experience. And they are coming fast.

Taking further leaves from the book of experience of the French it is obvious that the builder of good roads should plant trees by the roadside, divert certain classes of traffic into certain channels, particularly in suburban districts, establish a system of roads upkeep as well as road building and, last, but not least, adopt a system of road nomenclature and stone direction posts and mile marks, as much a part of a comprehensive roads system as the roads themselves.

Such a compliment is due the French, for it is upon these general lines that they have built up a unified and far-reaching roads organization which excels all others in the actual machinery of operation.

### Recent Deaths of Noted Persons



THE LATE SENATOR SHELBY M. CULLOM.

SHELBY M. CULLOM, former senator from Illinois, died at Washington, D. C., January 28, aged 84. He had served as governor of Illinois, and representative in Congress, and for 30 years he was in the United States Senate.

Mr. Cullom was one of the most prominent and useful public men of his day. He introduced and had passed the first interstate commerce act on the national statute books. Mr. Cullom had published an interesting volume of reminiscences, and at the time of his death he was a member of the Abraham Lincoln Memorial Commission.

SIR DAVID GILL, the noted Scotch astronomer, died at London, Eng., Jan. 24, in his 71st year.

WILLIAM G. IRWIN, a multi-millionaire sugar planter of Honolulu, died at San Francisco, Jan. 28, aged 76. He owned the entire island of Lanai, in the Hawaiian group. The island has a population of 600.

CHARLES K. HAMILTON, the American aviator, who was noted for his many daring aeroplane flights, died at New York, Jan. 22, aged 28.

BISHOP JOHN M. WALDEN, of Cincinnati, one of the oldest active bishops of the Methodist Episcopal Church, died at Dayton, Ohio, Jan. 21, aged 83.

PETER A. GROSS, dean of the American painters resident in Paris, France, died at Chicago, Jan. 24, aged 65. He was a regular contributor to the great art exhibitions of France.

JOHN T. CRANCEY, for 58 years doorkeeper of the House of Representatives, died at Washington, D. C., Jan. 24, aged 85. He was known to many public men.

REV. DR. FREDERICK WOODS, for 50 years one of the foremost figures in Massachusetts Methodism and a leading pulpit orator, died at New York, Jan. 29, aged 80.

VISCOUNT KNITSFORD, for many years prominent as a Conservative politician, died at London, England, January 29, in his 80th year.

GEORGE WILLIAM SHELTON, formerly a professor in Union Theological Seminary, New York, later an editor and author of a number of books, died at Summit, N. J., Jan. 29, on his 71st birthday.

REV. DR. THOMAS CONANT, formerly editor-in-chief of the Baptist publication *Examiner*, died at Montclair, N. J., Jan. 29, aged 70.

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**Emancipation!**

By ELBERT ROBB ZARING

**EDITOR'S NOTE.**—Newark, N. J., has in one of the parks a statue of President Lincoln, by Lorado Taft, which is a noteworthy memorial to the great Emancipator. The spectacle of a colored boy leaning affectionately against the statue inspired the poem that follows.

As mounts the sun above the lowly earth,  
And with depending beams so penetrates  
The dark and murky soil that from the erst-  
while  
Barren clod springs forth a beauteous life,  
Prophetic of rich fruitage;

So broods the spirit  
Of great and sweet-souled Lincoln over  
Africa's  
Prono and trodden race; and from a heart  
once leaden  
Springs hope divine, and Ethiopia's children gaze  
With confidence into the unfolding years.

**A Just Recognition**

THE Illinois Farmers' Hall of Fame at the University of Illinois has just installed the name and portrait of the late Philip D. Armour. This is a splendid recognition of one of the most notable of all the captains of industry the United States has produced. The story of the late Philip D.



THE LATE PHILIP D. ARMOUR

Armour's career reads like a romance. Born on a farm, left upon his own resources at an early age, he rose step by step until he had built up one of the greatest industries of its character in the world. With all the tremendous burden of this great enterprise, he still had time to consider the needs of those about him, and was among the first of our men of wealth to devote his time and means to the improvement of the conditions of the working masses. No appeal from any deserving person was ever made to him without a generous response. The great industry which he created remains as a monument to his remarkable business sagacity, industry and probity, but the philanthropies he founded will always bear testimony to his most generous, thoughtful and considerate kindness. It is a pleasure to know that his footsteps have been followed faithfully by his son, J. Ogden Armour.

**Hard to Keep a Good Woman Down**  
From the Chicago Inter-Ocean

WE are informed by LESLIE'S WEEKLY that Miss Ellen Pooley of Chicago, who arrived from London seventy-eight years ago at the age of 3, has just taken out her first papers in order that she may vote. It's hard to keep a good woman down.

# The Gift for Man or Boy

## The Royal Game of Billiards

The gift of a Brunswick "Baby Grand" Billiard Table means a lifetime's entertainment for the man or boy who receives it.

The finest pastime in all the world always at his command! To the boy, it brings invaluable mental training, seasoned with wholesome fun. It satisfies his craving for excitement—keeps him contentedly at home.

To the man, it affords the relaxation, exercise and amusement which keep body and brain in tune.

This charming game is immensely popular. Everybody's playing billiards! Men and women, boys and girls, find equal delight and benefit in playing this refined and elevating game in the cozy home billiard room.

# "BABY GRAND"

## Home Billiard Table

Here is supreme excellence in a Home Billiard Table—the result of sixty-five years' experience. Made of finest Mahogany, with attractive inlaid design, richly finished. Perfect proportions, accurate angles, unexcelled playing qualities. The most expert billiardist can execute his finest shots on this table.



"Prince of Entertainers"

The "Baby Grand" is fitted with a genuine Slate Bed, the celebrated Monarch Quick-Acting Cushions and Accessory Drawer to hold entire playing equipment. Sizes, 3x6, 3½x7, 4x8. Furnished as a Carom, Pocket-Billiard or combination Carom and Pocket-Billiard Table.

If you lack the space for a "Baby Grand," you will be interested in our "Convertible" styles, which serve as Dining Tables, Library Tables or Davenport when not in use for billiard playing.

## Moderate Prices and Easy Terms

### Complete Playing Outfit Free

We offer these beautiful tables at very moderate prices and on wonderfully attractive terms, as low as twenty cents a day. A year to pay if desired.

Complete high-grade Playing Outfit goes with table, including Cues, Balls, Bridge, Rack, Markers, Chalk, Cover, Billiard Brush, Book on "How to Play," etc., etc.

## Thousands of Delighted Owners

Thousands of Brunswick Home Billiard and Pocket-Billiard Tables have been sold and are proving a delight to their owners.

We print a book filled with letters from owners, which give eloquent testimony to the quality of our tables and the pleasure they are affording.

## Handsome Color-Illustrated Book Free

The De Luxe book, "Billiards—The Home Magnet," shows these superb tables in actual colors. Gives descriptions, prices, easy terms, etc.

Use the convenient coupon or send request by letter or postal.

**The Brunswick-Balke-Collender Company**  
Dept. R. U., 623-633 S. Wabash Avenue, Chicago.

(199)

Please send me the free color-illustrated book,

## "Billiards—The Home Magnet"

Name.....

Address.....

Town..... State.....

## Do Not Be Deceived

Experienced investors are never deceived by extravagant promises of profit.

They know that securities such as our First Mortgage REAL ESTATE CERTIFICATES are thoroughly safe.

These Certificates are secured by first mortgages on improved Real Estate and by our Capital and Surplus of \$400,000.00.

The interest they yield—6%—is an added attraction.

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**SALT LAKE SECURITY & TRUST COMPANY**  
SALT LAKE CITY — UTAH

United States Depository for Postal Savings

## The Foundation of Many a Fortune

has been made through ability to classify properly the various types of good investments and select the best examples of each type with a definite aim in view. In addition, ability is always required to judge conditions so that the securities selected are purchased or exchanged at the most opportune times.

We endeavor to provide a definite service for our customers, which will assist them to invest in the most profitable way possible.

We send to customers and to prospective customers, from time to time, letters on current affairs which affect high grade investment securities. Our latest suggestions are contained in Circular J-66 which may be had on request.

**A. B. Leach & Co.**  
Investment Securities

149 Broadway, New York  
8 So. Dearborn St., Chicago

Boston Baltimore Philadelphia Buffalo London, Eng.

## The Investor's Dilemma

Fixed or Decreasing Income  
Constantly Increasing Expenses

From conversations we have had with many investors we know that this is a common plight.

By the careful diversification of your funds we believe you can overcome these conditions.

We have issued a pamphlet dealing with this subject which will be sent free to those interested.

Write for Booklet L. S.

**Gilbert Elliott & Co.**  
MEMBER N. Y. STOCK EXCHANGE  
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## \$100 Bonds

Take care of the hundreds and the thousands will take care of themselves. Send for Booklet D2 "100 Bonds."

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SPECIALISTS IN  
Odd Lots

Members New York Stock Exchange  
74 BROADWAY, N. Y.—MAIN OFFICE  
42d St. & B'way—Longacre Building  
125th St. & 7th Ave., Hotel Theresa,  
NEW YORK

## FARM MORTGAGES

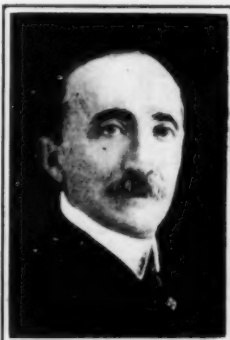
Bearing 6% Interest

First liens on improved farms. Original papers held by the investor. Principal and interest guaranteed. Interest payable at 4 1/2% over National Bank, N. Y. Thousands of satisfied customers for reference.

We've been doing the same thing FOR TWENTY-EIGHT YEARS

Write for particulars.

**The W. C. Belcher Land Mortgage Co.**  
Capital and Surplus \$320,000.00  
FORT WORTH TEXAS



**ALBERT STEINFELD**  
President of the Consolidated National Bank of Tucson and who was chosen president of the Arizona State Bankers' Association.



**THOMAS L. ROBINSON**  
President of the Republic Rubber Company, of Youngstown, O., who planned a fine clubhouse erected for the company's employees.



**M. S. SONNTAG**  
President of the American Trust and Savings Bank, of Evansville, Ind., and president of the Indiana State Bankers' Association.

## Jasper's Hints to Money-Makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JUDIS COMPANY, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York.

**CONFIDENCE!** What a wonderful word it is! How much it does to make a despondent man or woman feel better. How often it has lifted a business man out of the deepest despondency and given him another chance. Say a helpful word whenever you can whether it be to a child with tear-dimmed face or to a workman who has lost his job or to a business man who faces serious embarrassments. It will pay.

My readers will recollect that on several occasions I have said that one word of encouragement from President Wilson would change the outlook with amazing swiftness. I said that if in his message on the trust question he took occasion to say this word, the good effect would be instantaneous. He said it when he used the happy phrase: "The antagonism between business and Government is over."

The effect was electrical. The stock exchange felt it at once. It was the basis of a new spirit of hopefulness and confidence and the market advanced sharply. It may be that Congress will upset all the good that the President has done. It may possibly be that the President's words belie his action, but I hope not. "Kind words butter no parsnips."

What this country wants is a rest from attacks on business, on our captains of industry and on our railroads. We have had good times when we knew nothing about trust busting and railroad smashing—much better times than we have been having since these attacks began. I ask my readers if this is not true? I ask the business man if his business was not better when there was less disturbance by politicians and demagogues? I ask the workmen if work was not more plentiful under old conditions?

Let us be sensible about these things and not expect that laws will make men rich or fill the empty dinner pail. Every man must make his own battle in life. He usually gets what he deserves.

Everybody is now looking forward to a favorable decision by the Interstate Commerce Commission on the request of the Eastern railroads for permission to increase their freight rates 5 per cent. An impression prevails that the increase will be granted. I am led to believe that an increase of only about half of what the railroads ask for will be conceded and that even this may be accompanied by such conditions that it will make the advance of little immediate value. I hope this is not true. I wish that my readers would continue to write to the Interstate Commerce Commission demanding fair play for the railroads.

If the increase were granted, the railroads would shortly be in position to raise the funds they need and they could send in their orders for new cars, rails and other equipments and start the steel works, iron mills and other factories on full time.

Let us have every smoke stack pouring forth its smoke, every machine running, every mill at work and every dinner pail full. Let us hear no more about reducing wages and discharging men. I believe in the full shop and the full pay envelope and happy face in every home.

The rise in the stock market came with a general decline in interest rates. Easier money means a great deal at this time. Great corporations have large issues of short-term notes outstanding which they would like to fund in long-term bonds. They have been unable to do this because the rates of interest were too high. The State of New York has just sold \$50,000,000 4 1/2 per cent. bonds. They were over-subscribed five or six times. This led some to conclude that money is much more plentiful but is this conclusion justified? State and municipal bonds do not have to be enumerated by their holders in the payment of the Income Tax. I look for bonds of this character to sell much higher. Many persons do not like to make a statement of their possessions and if they own nothing but municipal, state or Government bonds, they are not obliged to report the income, while if they hold other securities, even if tax-exempt, I understand they must report them.

There is another reason why the market may have shot upward so rapidly and that is some of the large corporations, railroads included, are disposing of their holdings of other corporations and trying to set themselves right under the ruling of the present Attorney General regarding the requirements of the Sherman Anti-Trust Law. These heavy holders want the highest prices they can get when they sell their securities. Readers who have a good profit might, therefore, be well satisfied to take it.

While the market is showing increasing strength as compared with that of 1913, it will also be subject to recessions until Congress gets out of the way and until we have a fair judgment as to the crop outlook for the new year.

I congratulate my readers on the promptness with which they are enrolling themselves in our voluntary organization to protect the interests of security holders. I am appending again the coupon which every holder of securities should hasten to fill out and mail to me, or if he prefers, write me a letter or postal card enrolling in the organization. I am planning to carry out this organization on effective lines as soon as the enrollment is large enough to justify it. It is rapidly assuming strong proportions.

SIGN THIS COUPON AND MAIL IT

Date.....1914  
Jasper, Financial Editor LESLIE'S WEEKLY,  
225 Fifth Avenue, New York.  
You can enroll me, without expense, as a member of your Corporation Security Holders' Association, organized for joint protection against unjust, unwise and unnecessary legislation.  
Signed.....  
Street No.....  
City.....  
State.....

E. Schenectady: American Can Pfd. and Southern Pacific are well regarded and so is American Telephone and Telegraph. It might be well to hold while the market is showing evidences of strength, though not too long.

W. G., Minneapolis: The market has been showing strength because of hopeful anticipations regarding the action of the Interstate Commerce Commission, but a well sustained rise is not to be expected until the anti-trust legislation is more clearly outlined and the crop prospects established. I think well of such stocks as Great Northern, Northwest, St. Paul, Pennsylvania, New York Central, Southern Pacific, and in fact all railways or industrials with good dividend paying records.

(Continued on page 165)

## Safety and 6%

Investors seeking safety of their funds, together with an attractive interest return, should carefully investigate the merits of the first mortgage 6% bonds we own and offer.

Their soundness is indicated by the fact that no one has ever suffered loss on any security purchased of this House, founded 32 years ago.

Write for The Investors' Magazine, our monthly publication, and Circular No. 557-C

**S. W. STRAUS & Co.**  
MORTGAGE & BOND BANKERS  
ESTABLISHED 1882  
STRAUS BUILDING CHICAGO ONE WALL STREET NEW YORK



**Check Your Choice!**

Perhaps you are now looking for the type of investment that will combine your requirements as to safety with your need for a larger income.

The keynote of our January circular, sent free upon request, is "better bonds on a better basis."

The variety of this selected list affords you an opportunity to check up your choices.

Write today for circular 14 L. W.

**A. H. Bickmore & Company**  
111 Broadway New York

## Municipal Bonds

(Free From Income Tax)

These bonds, payable from taxes, backed by the entire wealth of rich counties, cities and school districts, contain every element of a desirable investment—SAFETY, CONVERTIBILITY, and ATTRACTIVE INCOME—the same kind of bonds which

**The U. S. Gov't Accepts as Security for Postal Savings Deposits**

But instead of the 2% which the Postal Banks pay, these Bonds will give you an income of from 4% to 5 1/2%—and you get it regularly. Write for Booklet E—"Bonds of Our Country"—FREE

New First Nat'l Bank, Dept. 5, Columbus, O.

## Standard Oil Stocks

may be bought under the privileges of "THE TWENTY PAYMENT PLAN" originated by us.

Standard Oil "Blue Book" and February Market Letter will be sent to investors on request.  
**SLATTERY & Co.**  
Dealers in Investment Securities  
40 Exchange Place Established 1906 New York

## STEEL--UN. PAC.

and all other standard New York Stock Exchange securities carried for investors on the Partial Payment Plan. A small initial deposit, balance to suit your convenience. From one share upward. Free from market risks or fear of margin calls. Send for circular B-58.

**L. R. LATROBE**

111 Broadway New York

## GAME LAWS and SPORTSMEN'S HANDBOOK

Published by Forest and Stream

Compiled by WILLIAM GEORGE BEECROFT, Editor

## GAME LAWS IN BRIEF

Containing Game and Fish Laws of UNITED STATES and CANADA arranged so comprehensively as to enable even the novice to know at a glance just where he is at.

Indispensable information for sportsmen, such as care of shooting dogs, backwoods surgery, camp equipment, notes for fishermen, hints for sportsmen, and innumerable other things concerning rod and gun, together with the best places for shooting and fishing with guides in each section. As the first edition will be only 10,000 copies, order now, direct or from your sporting goods dealer or bookman.

Price, Twenty-Five Cents. Bound in waterproof, durable cover. A book for Every Sportsman's Library.

**Forest and Stream Publishing Co.**  
127 Franklin Street, New York City

# Jasper's Hints to Money-Makers

(Continued from page 164)

A Subscriber, Pittsburgh: People's Gas has had a decided rise. A profit is always a good thing to take. In the present tendency of the market, it might be well to wait a little longer.

L., Whitefield, N. H.: You are right, there is nothing safer than good real estate first mortgages and if you can get these to yield you 6 per cent. or 7 per cent. keep out of Wall Street. You ought to be satisfied.

W., Germantown, Pa.: The highest and lowest prices of Standard Oil of Calif. in 1912 were \$110 and \$227 a share. The original capital stock was increased about two years ago and another increase is pending.

Bond Department, Chicago: The bank statement as given out on Saturday of each week is an average of the week's business, whereas the actual bank statement should show the real status of the bank's business at the close of Friday's transactions.

S., Hugo, Okla.: I am unable to advise as to brokerage connections for real estate loans. This is a business by itself that local brokers must develop. It has been done successfully, but like any other business through publicity, good will and experience.

K., Sault Ste. Marie, Mich.: Braden Copper is a fairly attractive proposition because of the strong interests behind it and the success the latter have had in similar operations. A 50 per cent. margin should be sufficient. This is a speculative stock, not an investment.

C., Corpus Christi, Tex.: Trust no advertisement of any scheme which declares that "There is no chance for you to lose." A great deal of money has been sunk in the purchase of land in distant sections by those whose only knowledge of the property was what the promoters gave out.

G., Battle Creek, Mich.: 1. I do not advise the purchase of Union Bag & Paper Pfd. for investment. I have referred to the fact that low-priced stocks of this kind, including also American Ice and Beet Sugar, might have speculative possibilities, if prosperous conditions return. 2. Steel Common, as its last quarterly report shows, is running far behind in its earnings. Unless business improves decidedly, the 5 per cent. dividends cannot be maintained very long.

M., Lester, Ia.: 1. Because Canadian Pacific proved to be profitable, one must not conclude that another railroad like the proposed Canadian Northern Railway system will be equally productive. I regard it as decidedly speculative. 2. The 5 per cent. Income Debenture Stock is only entitled to 5 per cent. if earned and the convertible privilege is the right to convert the stock into the shares of the Canadian Northern. There are signs of a halt in the Canadian boom. 3. Leave the banana plantation severely alone. Put your money in securities on the stock exchange that other conservative investors prefer.

B., Plattsburg, N. Y.: Ontario & Western, if it were assured of its 2 per cent. dividends, would sell higher. Dividend action is not taken until the annual meeting in summer. Recent reports indicate that the 2 per cent. dividend is being earned. The needs of the New Haven are urgent and, as it controls the property, it will probably declare the dividend if it can be safely done. The temper of the Street is decidedly more hopeful. If Congress would adjourn and the Interstate Commerce Commission give the railroads fair play there would be a strong and advancing market for some time and throughout the year, if the crop situation proved hopeful.

L., Columbus, Miss.: 1. If you want to invest in oil stocks, take those that men of means prefer. I do not recommend the Cons. Midway Chief Oil Co. 2. Anglo-American, Ohio and Washington are Standard Oil subsidiaries and have merit. Among the best of the Standard Oil stocks is Standard Oil of New Jersey, now selling at something over 400 a share. It is better to have one share of a stock like this than 100 shares of a purely speculative, non-dividend paying oil stock. 3. Chino and Utah Copper and U. S. Steel Com. are decidedly speculative. The mining propositions are developing on a profitable basis with a strong speculative element behind them. The recent statement of U. S. Steel Corporation shows that it is not earning the dividend on the Common. On its recent advance, insiders appear to have been taking profits.

New York, February 5, 1914.

JASPER.

## SPECIAL CIRCULARS OF INFORMATION

Readers who are interested in informing themselves regarding the stock exchange, its methods and controlling influences and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stocks, bonds or mortgages, should scrutinize the announcements by advertisers on the financial pages, offering to send, without charge, information compiled with care and often at much expense. Readers should feel free to send a letter or a postal card for any information they may desire from the following sources:

Bonds Yielding Good Income: Write A. H. Bickmore & Co., 111 Broadway, New York, for their "Circular 14-L. W."

Farm Mortgages, small or great, paying 6 per cent.: Write to the W. C. Belcher Land Mortgage Co., Fort Worth, Texas, for particulars.

Bonds Paying 5 1/2 per cent. in denominations of \$100, \$500, \$1,000: P. W. Brooks & Co., 115 Broadway, New York. Ask for "Circular X-144."

Standard Oil Stocks, on the Twenty Payment Plan: Write to Slatatory & Co., 40 Exchange Pl., New York, for the "Standard Oil Blue Book."

Partial Payment Plan of stock purchases: One share and upward: Write to L. R. Latrobe, 111 Broadway, New York for their "Circular B. 58."

Instructive Bond Booklet, specially adapted for the interests of investors: Write to Spencer Trask & Co., for Booklet on Bonds and "Circular 1157."

Tax-exempt Bonds, yielding from 5 to 7 per cent. in denominations of \$100 and upward: Write to Sheldon & Sheldon, 32 Broadway, New York, for "Free Booklet No. 27."

First Mortgage Real Estate Certificates in denominations of \$100 and upward: Write to the Salt Lake Security & Trust Co., Salt Lake City, Utah, for "Booklet L."

\$100 Bonds: John Muir & Co., specialists in odd lots of stocks and bonds, members New York Stock Exchange, 74 Broadway, New York. Ask for "Booklet D. No. 2, \$100 Bonds."

Suggestions to those who desire to make careful investments in high grade securities: Write to A. B. Leach & Co., Investment Securities, 149 Broadway, New York or 3 South Dearborn St., Chicago, for "Circular J. 66."

6 per cent. Bonds \$100 and upward, secured by Chicago real estate: S. W. Straus & Co., Mortgage & Bond Bankers, Straus Bldg., Chicago, or 1 Wall St., New York. Write for a copy of the "Investors Magazine" and "Circular No. 557-C."

Diversified Investments for those who desire especially to increase their income by investment in securities that promise an advance: Write to Gilbert Elliott & Co., members New York Stock Exchange, 37 Wall St., New York, for "Booklet L-No. 8."

Municipal bonds, free from income tax, paying from 4 to 5 1/2 per cent. and of the same class that the United States Government accepts as security for postal savings bank deposits: Write for "Booklet E." entitled "Bonds of Our Country," to the New First National Bank, Dept. 5, Columbus, O.

## Life Insurance Suggestions

A CASE remarkable and unique in the annals of life insurance came into publicity recently on the death of George L. Newman of Charlottesville, Va., at the age of 98. Mr. Newman had been a policy holder in a leading company for 70 years, and had paid the premiums on his first contract for that length of time. He could have stopped these payments two years before he passed away and could have collected the amount due on his policy, for he was then in theory already dead, all American insurance companies having assumed 96 as the limit of human life. But Mr. Newman took pride in being the "oldest policy holder," and did not care to be "effaced from the map." He, therefore, continued paying premiums to the end. It might naturally be supposed that in three-score years and ten he had been obliged to part with more money in premiums than his estate got back from the insurance company. But not so. On a policy for \$1500, taken out in 1844, the annual premium on which was \$33.60, the total paid in premiums was \$2,352, while the sum paid to the inheriting relatives (including the face of the policy and accumulated dividends) was \$5,762.56. Thus the heirs received \$3,410.56 more than the policy had cost Mr. Newman. This venerable insurant also had two other policies taken out later than the foregoing, one for \$1750 on which he paid premiums for 67 years, and the second for \$3000, premiums on which covered a shorter period. On the last two policies the heirs recovered from the company \$12,648.41. Thus, on three policies originally aggregating only \$6,250 Mr. Newman's beneficiaries were paid a total of \$18,410.97.

B., McGill, Nev.: The Reliance Life was established in 1903. It reports a gradual and steady growth.

M. J., Viroqua, Wis.: The Wisconsin National is a new company, organized as recently as 1908. It has hardly had an opportunity to show what it can do.

K., Canton: The Northwestern Mutual Life of Milwaukee has an excellent record,—one of the best in the Western field. The Mutual Life of New York is one of the oldest and strongest of the New York companies.

Maryland: I do not advise the purchase of the stock of the United Life & Accident Ins. Co. The insurance business is not as profitable as it is represented to be. The circular indicating that you are one of a very few who are permitted to subscribe is not creditable to any concern seeking funds for the promotion of its business.

T., Milwaukee: The assurance of the permanence of the large life insurance companies is found in their strict supervision and regulation by the State authorities which compels them to set aside the amount required to meet their liabilities and limits their investments to what are regarded as prime securities. In other days, without these restrictions, there were many failures of life insurance companies, but we seldom hear of such things now.

R., Higbee, Mo.: The Postal Life Insurance Co., of 35 Nassau Street, New York, which offers very low cost insurance and guarantees an annual dividend of 9 1/2 per cent., is enabled to do this because it does its business by mail instead of through expensive agents. This experiment has been successfully tried abroad and the Postal Life reports decided success with this plan. Write to the company, stating your age and ask for its interesting circulars of information. 2. Your change from the fraternal order would be desirable if you are seeking insurance solely.

Accidents, Newark, N. J.: Accident insurance is inexpensive and that is why it is becoming so popular with all classes. You get a weekly indemnity also while you are disabled, which is a very important matter for one who is laid up. The Travelers offers a \$3000 policy for accidental death, loss of sight or dismemberment, and \$15 weekly indemnity while you are disabled. It will cost about 4 cents a day. Any of my readers can get particulars of this policy by sending their name, address, occupation and date of birth to the Travelers Insurance Company, Hartford, Conn., and asking for particulars concerning the cost of accident insurance. This is one of the oldest and strongest companies and it pays its losses promptly.

*Hermit*



## The Magic Flight of Thought

AGES ago, Thor, the champion of the Scandinavian gods, invaded Jotunheim, the land of the giants, and was challenged to feats of skill by Loki, the king.

Thor matched Thialfi, the swiftest of mortals, against Hugi in a footrace. Thrice they swept over the course, but each time Thialfi was hopelessly defeated by Loki's runner.

Loki confessed to Thor afterwards that he had deceived the god by enchantments, saying, "Hugi was my thought, and what speed can ever equal his?"

But the flight of thought is no longer a magic power of mythical beings, for the Bell

Telephone has made it a common daily experience.

Over the telephone, the spoken thought is transmitted instantly, directly where we send it, outdistancing every other means for the carrying of messages.

In the Bell System, the telephone lines reach throughout the country, and the thoughts of the people are carried with lightning speed in all directions, one mile, a hundred, or two thousand miles away.

And because the Bell System so adequately serves the practical needs of the people, the magic of thought's swift flight occurs 25,000,000 times every twenty-four hours.

AMERICAN TELEPHONE AND TELEGRAPH COMPANY  
AND ASSOCIATED COMPANIES

One Policy      One System      Universal Service

## Opening for Sanitarium

In our investigation of Business Opportunities in the West we have discovered an ideal opening for a Sanitarium. The project comprises over 400 acres, embracing a group of Mineral Hot Springs notable for their remedial qualities in Rheumatism, Lumbago, Gout, Stomach Trouble, Liver Trouble, Bronchial Affections, etc. I believe the waters are equal if not superior to those of the Arkansas Hot Springs, Carlsbad or Aix-la-Chapelle. This is an investment opportunity well worth your consideration. Full particulars may be had on request from R. A. SMITH

Colonization and Industrial Agent, Union Pacific Railroad Co., Room 1612, Union Pacific Bldg., Omaha, Neb.

## 9,059-Word Business Book Free

Simply send us a postal and ask for our free illustrated 9,059-word Business Book which tells how priceless Business Experience, squeezed from the lives of 112 big, broad, brainy business men may be made yours—ours to boost your salary, to increase your profits. This free book deals with:

- How to manage a business
- How to sell goods
- How to get money by mail
- How to buy at rock-bottom
- How to collect money
- How to stop cost leaks
- How to train and handle men
- How to get and hold a position
- How to advertise a business
- How to devise office methods

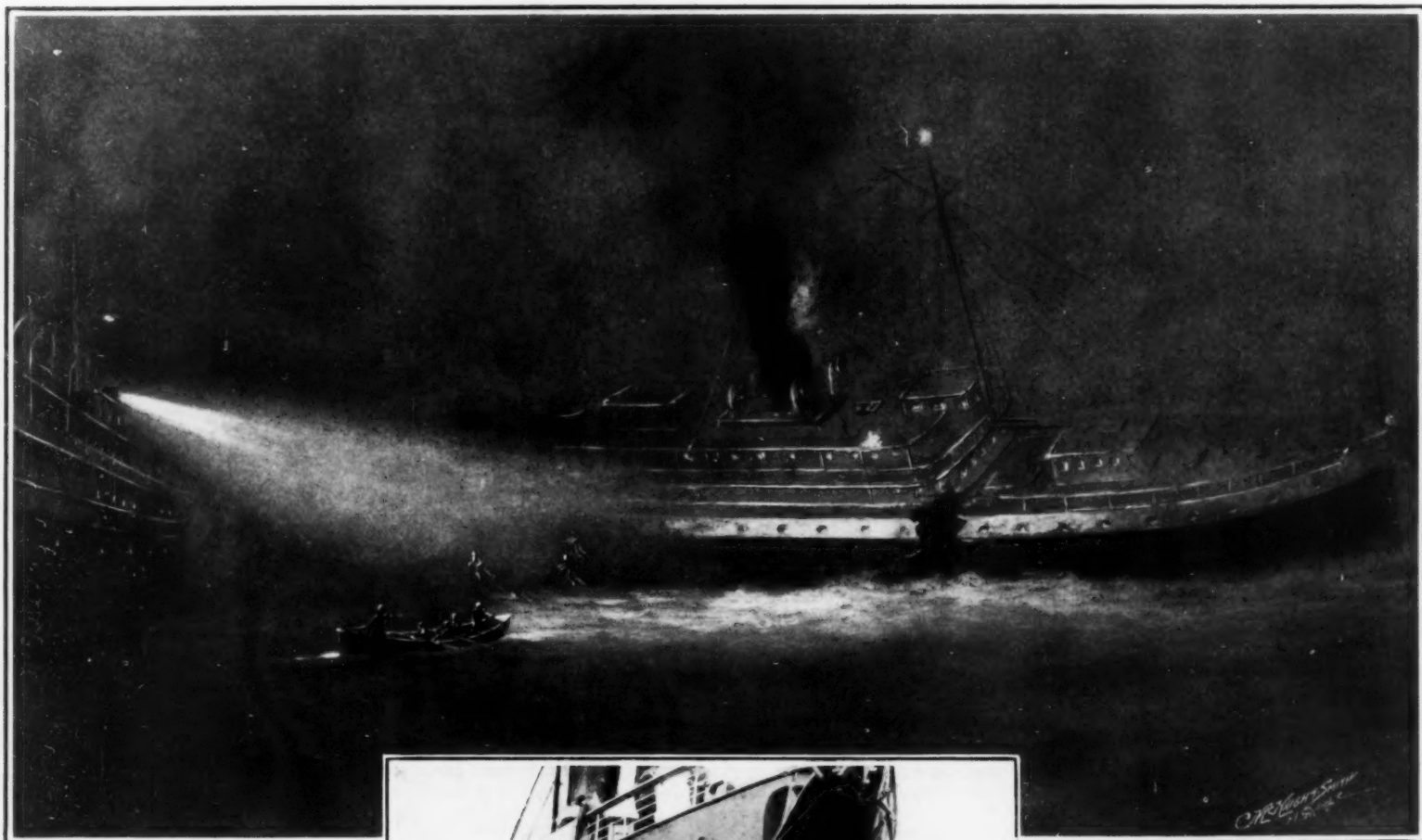
Sending for this free book binds you to nothing, involves you in no obligation, yet it may be the means of starting you on a broader career. Surely you will not deny yourself this privilege, when it involves only the risk of a postal—a penny! Simply say, "Send on your 9,059-word book." Send to SYSTEM, Dept. 27G Wabash & Madison, Chicago

## FOR SALE EVERYWHERE



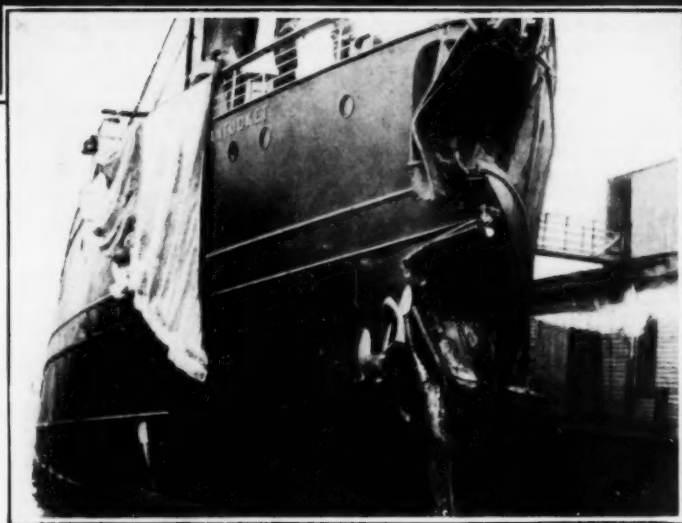
THE ORIGINAL

# News of the Time Told in Pictures



DRAWN FROM A TELEGRAPHIC DESCRIPTION  
**STEAMER RAMMED IN FOG SINKS IN TEN MINUTES**

Forty-one persons lost their lives on January 30, when in a dense fog the steamer Nantucket of the Merchants and Miners' Line rammed the Old Dominion liner Monroe, 35 miles south of Cape Charles (Va.) lightship. The bow of the Nantucket was driven 20 feet into the hull of the Monroe on the port quarter, and the Monroe commenced to sink as soon as the Nantucket backed off. The collision occurred at 1.30 A. M. Four minutes later the Monroe had listed to port until it was impossible to launch the life boats on the starboard side. Two boats were launched from the port side and the half clad passengers were hurried from their rooms. Many were forced to jump into the water, as the Monroe sank 10 minutes after she was struck. The Nantucket stood by and assisted in picking up survivors, although badly damaged. Ninety-nine persons were rescued and taken to Norfolk, Va. This is the first accident resulting in the loss of a passenger's life that has occurred on the Old Dominion Line in 50 years.

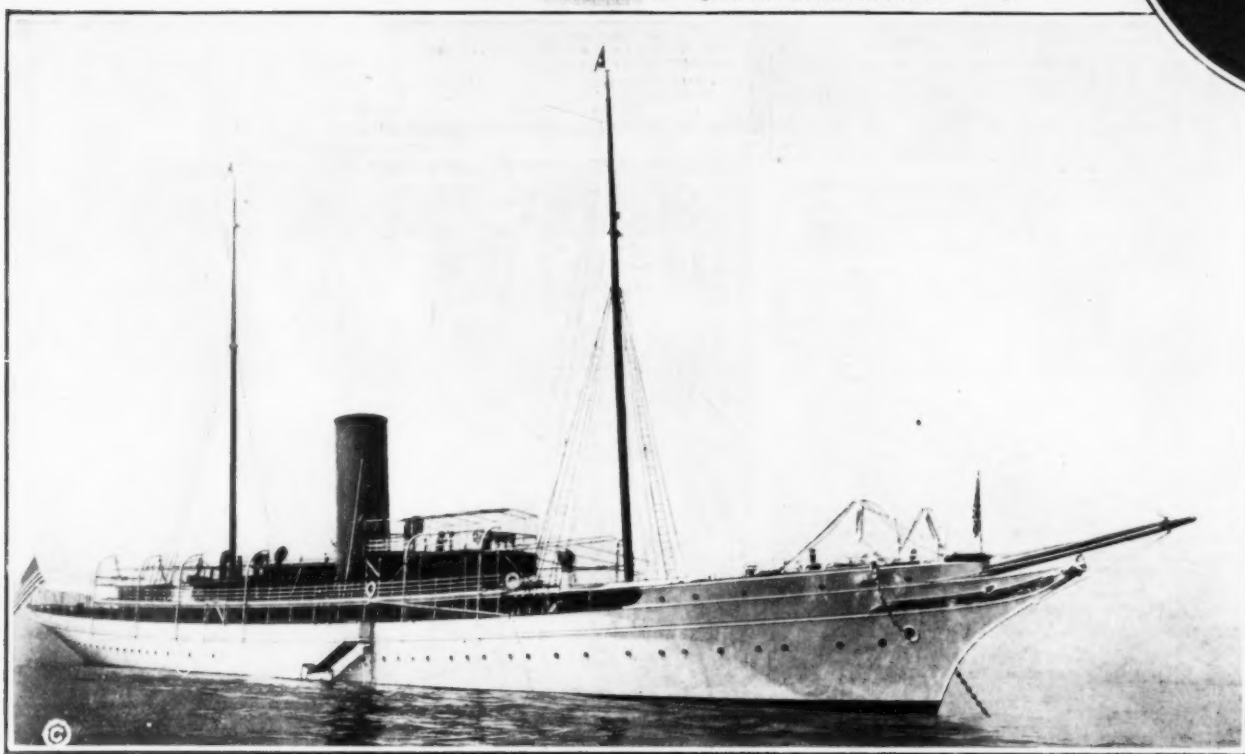


THE SHIP THAT SENT THE MONROE TO THE BOTTOM  
The Merchants and Miners' steamship Nantucket reached Norfolk, Va., with her bow badly crushed and two large holes below the water line. Capt. E. E. Johnson of the sunken Monroe immediately filed a claim against the Nantucket for \$1,000,000 damage.



HEROIC WIRELESS OPERATOR GIVES LIFE TO SAVE A WOMAN

Ferdinand J. Kuehn, twenty-one years old, of New York City, chief wireless operator on the Monroe, gave his life belt to a woman passenger just as the ship was sinking. He had sent out wireless calls for help until his apparatus was rendered useless. He was last seen helping over the rail the woman to whom he had given his belt. The deck was then almost level with the water. He was carried down with the ship. Pete Davis, colored head waiter on the Monroe, also was lost after surrendering his life belt to a woman passenger. The crew, both white and colored, calmly obeyed Capt. Johnson's orders to give women and children the first chance. T. R. Harrington and wife, of Bridgeport, Conn., were forced to jump overboard. Mr. Harrington kept his wife's head above water for half an hour, by holding her hair in his teeth, but she died of exhaustion after being taken aboard the Nantucket.



VANDERBILT'S HALF MILLION DOLLAR YACHT WRECKED

Frederick W. Vanderbilt's magnificent yacht Warrior ran on to an uncharted reef near Savanilla, Columbia, January 27. Mr. and Mrs. Vanderbilt and their guests, among whom were the Duke and Duchess of Manchester and Lord Falconer, were taken off by the steamship Frutera which was summoned by wireless. The Warrior was in a dangerous position but Capt. Walter McLean and crew decided to remain on board in the hope that she could be saved.

# Leslie's Fifty Years Ago

*Illustrations, News Items, and Comment Printed in the Stirring Days of 1864*

February, 1864

**KIT CARSON** has been appointed Colonel of the Second Regiment Volunteers in New Mexico.

**PEKIN**, China, has the oldest newspaper in the world. It has been published for 1,000 years, and is printed on a large sheet of silk.

**THE** *Revue et Gazette Musicale*, of Paris, announces authoritatively that the "Africaine," the long expected new opera of Meyerbeer, will be produced in October, 1864.

**THE** Duc de Moray has just purchased for 7,000 francs Pruchon's unfinished picture of "Cupid and Psyche." At the same sale a Rembrandt was sold for 10,000 francs.

**THE** Geant balloon, in its late aerial journey, performs a total distance of 370 leagues (925 miles) in 16 hours, being at the rate of 56½ miles an hour.

**IN** a suit at Louisville against the Adams Express Company, to recover the money seized by John Morgan, it was decided that guerillas are common enemies and as such, common carriers are not responsible for goods seized by them.

**CRINOLINE** has been put to a new use in Australia. At Wagga Wagga the telegraph wire broke and, there being no other suitable material at hand for repairing it, a lady lent kindly her crinoline, which being dissected and used to tie the electric wire together, enabled the operators to use the line.

**E. S. HAYWARD**, Brighton, N. Y., has been awarded by the Monroe County Agricultural Society prizes for the following crops: Rutabagas, 776 bushels per acre; profit, \$133.88. Barley, 40 4-10 bushels per acre, profit, \$23.27. Potatoes, 290 bushels per acre; profit, \$74.44. Carrots, 529 bushels per acre; profit, \$108.

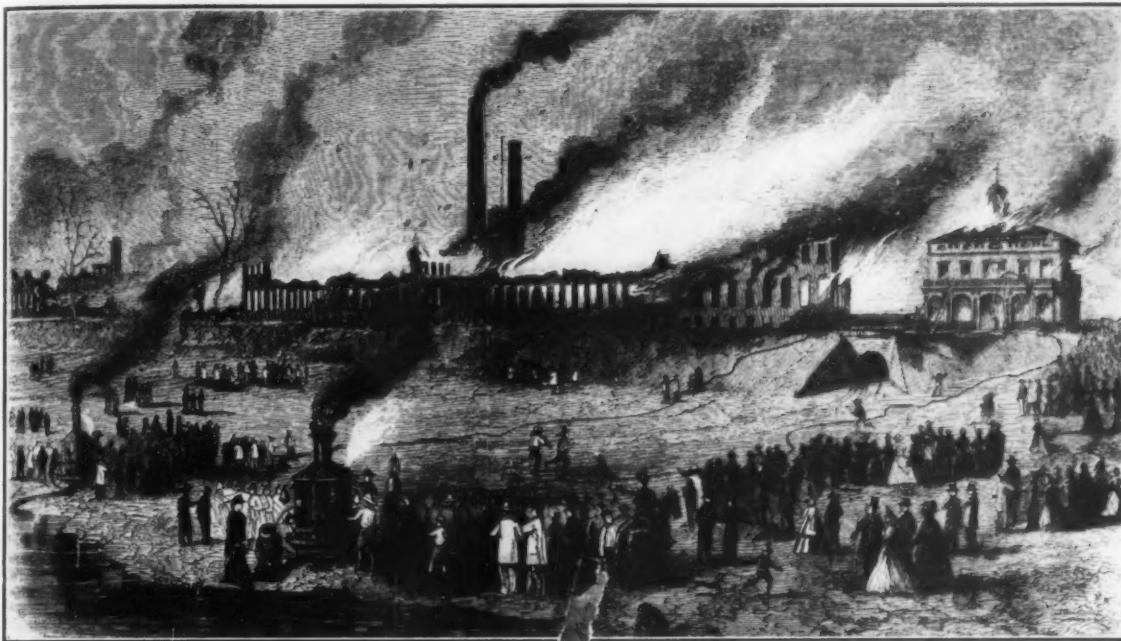
**AN** English hair-dresser has had the ceiling of his establishment fitted with an iron spindle with three wheels carrying India rubber bands. Circular brushes are put thereon, a wheel sets them spinning, and the customers being placed underneath, have their pates polished by machinery.

**A** DRUNKEN soldier who was arrested at Providence, R. I., one day last week, was found to have in his overcoat pocket bonafide certificates of 30,000 shares, worth \$3,000,000, in a silver mining company. As he knew nothing about them, it was supposed that they were put in his pocket by the thief who stole them from the office, when he found that they could not be turned into cash, without leading to his detection.

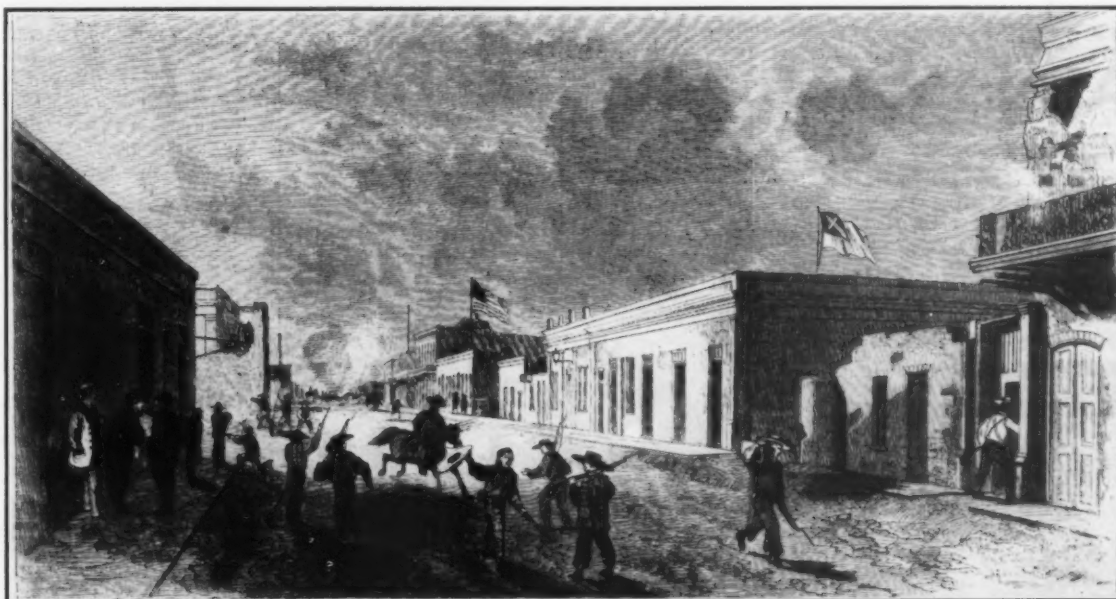
**MISS DICKINSON'S** address in the House of Representatives, Washington, yielded as follows: Total receipts from tickets, \$1,116.50. Expenses—advertising, printing and erection of platform, \$85.50; net proceeds, \$1,031. A cheque for this amount has been placed in the hands of the Vice-President and Speaker, to be delivered by them, in behalf of Miss Dickinson, to the Freedman's Relief Association.

**WE** are beginning to understand and practice physical education; and gymnastics are becoming consequently an established branch. Mrs. Plumb's gymnasium, 59 West 14th Street, is one of the most popular of these excellent institutions. The drill is under the supervision of her brother, Mr. Robinson, one of the most accomplished professors of the art. His experience as a soldier, having been a captain in the Union army, is very much in his favor. The classes are rapidly filling up.

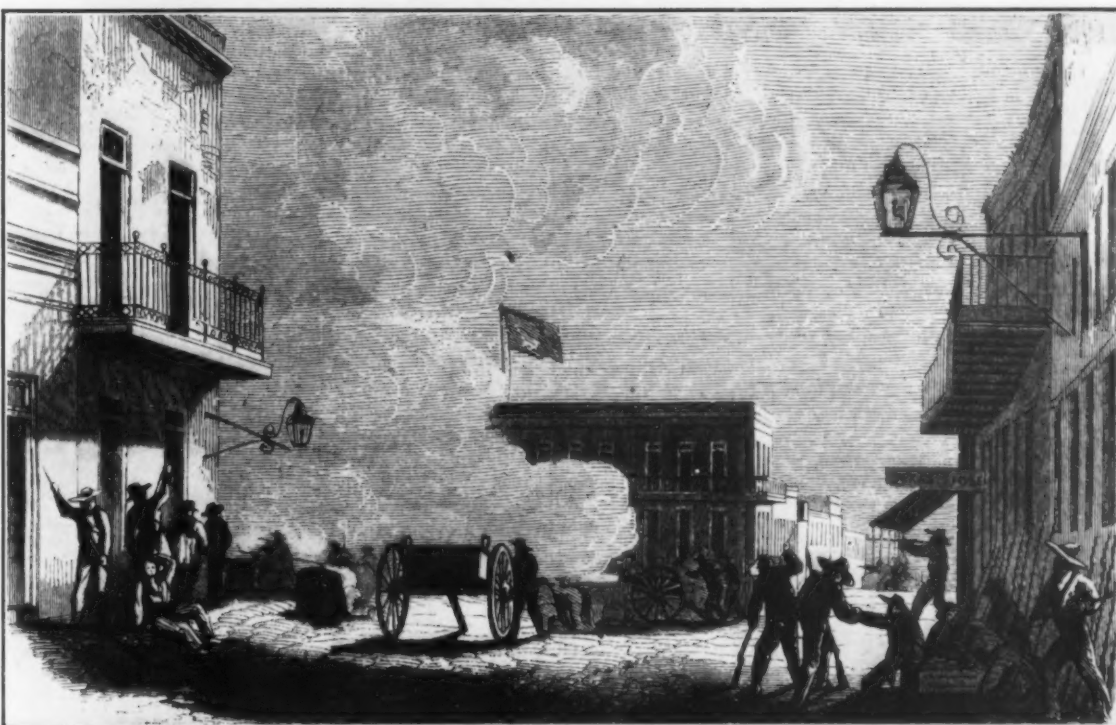
**THE** amount of gold and silver produced throughout the world in 1863 is estimated as follows: California, \$70,000,000; other portions of the United States, \$30,000,000; British Columbia, \$6,000,000; Mexico, \$25,000,000; South America, \$13,000,000; Russia, \$22,000,000; Australia \$75,000,000; New Zealand and British Colonies, \$12,000,000; other countries, \$18,000,000. Total amount, \$270,000,000; or quadruple the product before the discovery of gold in California. Nearly all this increase has been in the United States and in the South Pacific Islands, including Australia.



A TWO MILLION DOLLAR FIRE IN A HARTFORD, CONNECTICUT, FIRE-ARMS FACTORY  
Sketch by a LESLIE artist, showing the destruction of the mammoth factory of Colt's American Arms Co. on Feb. 5, 1864. About 1,500 workmen were suddenly thrown out of employment. Fortunately the large government contracts for munitions of war had nearly all been filled.



MEXICO WAS IN A STATE OF WAR FIFTY YEARS AGO, JUST AS IT IS TO-DAY  
Fighting in the streets of Matamoros, near the Cosmopolitan Hotel, between the adherents of two rivals for the Governorship. The street is the Calle de Cesar and there was a barricade at the farther end. One Texan sharpshooter was in the fray, standing boldly in the middle of the street most of the day, picking off the Mexicans on the other side.



MEXICAN CANNONEERS FIRING ON THE PALACE AT MATAMORAS  
These were men of the Cortina faction and the battery was in the Plaza de Hidalgo. The fighting was accompanied by the usual Mexican routine of executions, which intensified the bitterness on both sides.



**W**ELLINGTON held this regiment of cavalry in reserve at the Battle of Waterloo, awaiting the supreme moment when an overwhelming charge might turn the tide of Battle. The instant the French lines wavered the order was given to charge and the Scots Grey Cavalry hurled themselves against the French like a thunderbolt. This charge ended forever the career of Napoleon and his dream of universal empire vanished away with the smoke of his artillery. The celebrated picture shown herewith from Ridpath's history, the original of which was purchased by Queen Victoria, and is now owned by King George of England, illustrates but one event of all the thousands which make up the history of every nation, empire, principality or power in the world-famed publication.

# Ridpath's History of the World

**Leslie's Weekly, in reviewing this great publication, said in part:** Dr. John Clark Ridpath is the ablest of American historians. He combines a beautiful literary style with wonderful accuracy and completeness. His great History of the World contains all the existing knowledge on the subject put concisely and told in popular language. It abounds in appropriate and truthful illustrations, which greatly increase its value. There is no better general History of the World than this notable work. It is a library in itself and has proved an inspiration to hosts of readers.

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We will name our price only in direct letters to those sending the coupon below. Tear off the coupon, write name and address plainly and mail now before you forget it. Dr. Ridpath's widow derives her income from his history, and to print our price broadcast for the sake of more quickly selling these few sets would cause great injury to future sales. Send coupon to-day.

# FREE

**WE** will mail free a beautiful 46-page booklet on history to every reader interested in our offer who **mails** us the **coupon** below. It contains Dr. Ridpath's Race Chart in colors, tracing all races of mankind back to the parent stock; the best map of the Panama Canal ever printed, together with portraits of Socrates, Caesar, Napoleon, Shakespeare and other great characters in history; also specimen pages from the History, giving some idea of the wonderfully beautiful style in which the work is written.

### Mail Coupon Now



## Six Thousand Years of History

**R**IDPATH takes the reader back to the beginning of history, 4000 years before the time of Christ when man was little more than a savage; without clothes save the skins of beasts; without shelter save in caves and over-hanging rocks, and traces his career down the long highway of time, through the rise and fall of empires until he reaches the present civilization, harnessing the powers of earth and air to be his servants, whispering messages across continents and under oceans, crowning all with the glorious achievements of the nineteenth century. It is an inspiring story and Dr. Ridpath has told it better than it has ever been told before.

## Ridpath's Graphic Style

RIDDPATH'S style is clear and simple, yet glows with the fervency of the orator. He puts life in the dry bones of the past. When he writes the departed great are as real to you as your own neighbors. The great events of history pass before you in a series of living pictures. The great names of history—Alexander, Caesar, Napoleon, Bismarck, Washington—are names no longer; they are men, moving, breathing, pulsating with life and high purpose. Ridpath's is praised by all for its wealth of learning, for its brilliant style, for its fascination as a story; for its educative value to old and young. To read it is a liberal education. It is a library in itself which is already in nearly a quarter of a million American homes and should be in every home.

# The Rise and Fall of Nations

THE student of history knows the rocks and shoals upon which individuals and nations have gone awreck, and certainly there is need to-day for intelligent, thoughtful consideration of the great questions that crowd upon us for attention and solution. Consider the most irrepressible conflict between socialism on the one hand and organized industry on the other, a conflict the evidence of which we see all around us. Is it not well to acquaint ourselves with the results of such conflicts in the past! Do you realize that this same conflict arose in the history of the Roman republic and that out of it came the overthrow of the republic and the establishment of the Empire? Do you realize that it was this same spirit wherein one class of the population was arrayed in hatred against the other, that brought on the awful French Revolution out of which came the French Empire, dominated and ruled by the Emperor Napoleon. How else can one judge of conditions as they press upon us for solution except we read the history of the world?

## The Heroes of All The Ages

**R**IDPATH'S throws the mantle of personality over the old heroes of history. Alexander is there; patriot, warrior, statesman, diplomat, crowning the glory of Grecian history. Xerxes, from his mountain platform, sees Themistocles with three hundred and fifty Greek ships smash his Persian fleet of over a thousand sail, and help to mould the language in which this paragraph is written. Rome perches Nero upon the greatest throne on earth, and so sets up a poor madman's name to stand for countless centuries as a synonym of savage cruelty; Napoleon fights Waterloo again under your very eyes and reels before the iron fact that at last the end of his gilded dream has come. Bismarck is there, gruff, overbearing, a giant puglist in the diplomatic ring, laughing with grim disdain at France, which says, "You shall not." Washington is there, "four-square to all the winds," grave, thoughtful, proof against the wiles of British strategy and the poisoned darts of false friends; clear-seeing over the heads of his fellow-countrymen, and on into another century, the most colossal world-figure of his time.

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Leslie's Weekly Bureau  
140 So. Dearborn St., Chicago

Please mail, without cost to me, sample pages of **Ridpath's History of the World**, containing photographs of Napoleon and Queen Elizabeth, engravings of Socrates, Caesar and Shakespeare, map of China and Japan, diagram of Panama Canal, and write me full particulars of your special offer to **Leslie's Weekly** readers.

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## LESLIE'S WEEKLY